

# THE ILLUSTRATED LONDON NEWS

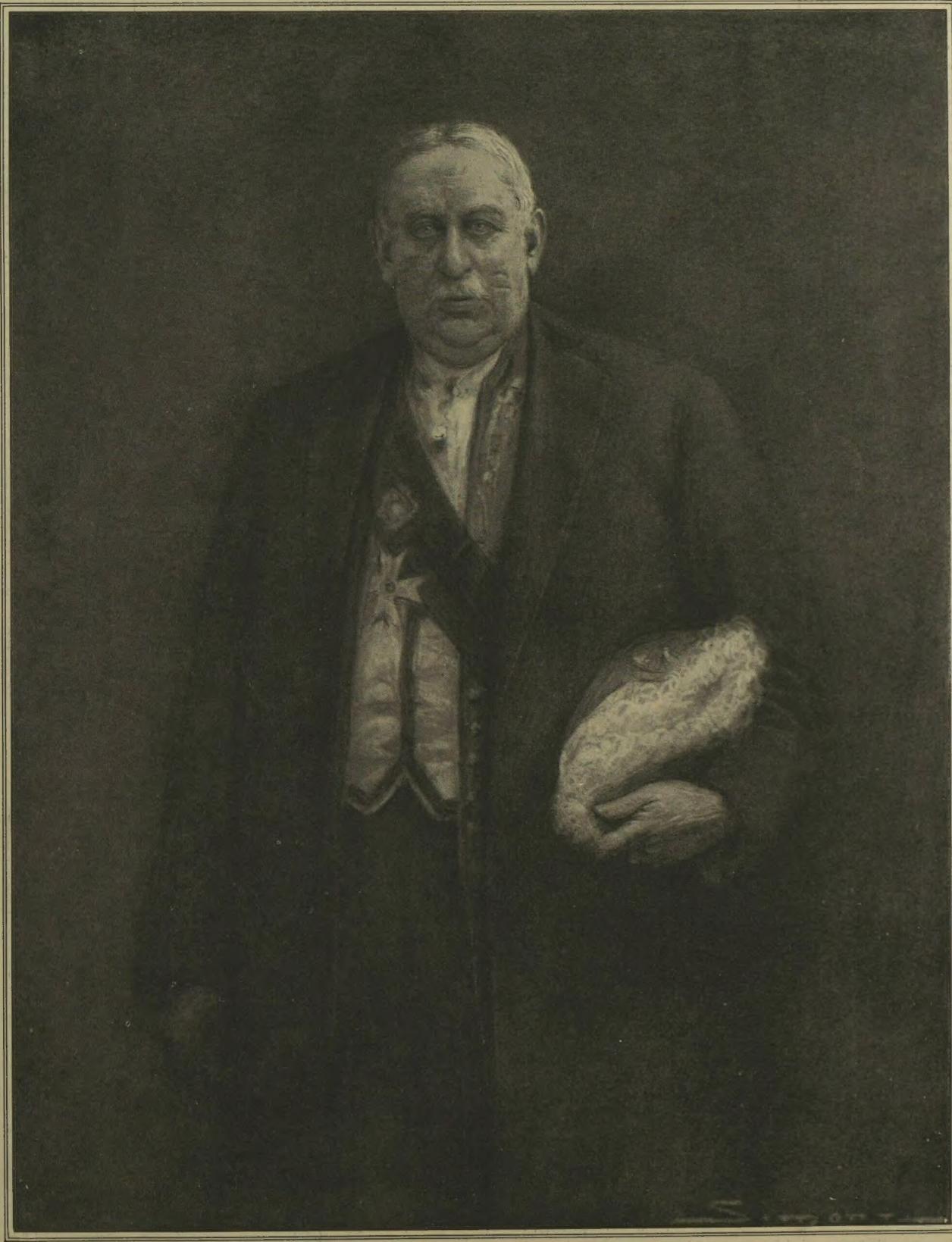
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SATURDAY, MAY 25, 1912.

With Russian; Royal Academy; and **SIXPENCE.**  
Our 70th Birthday Supplements.

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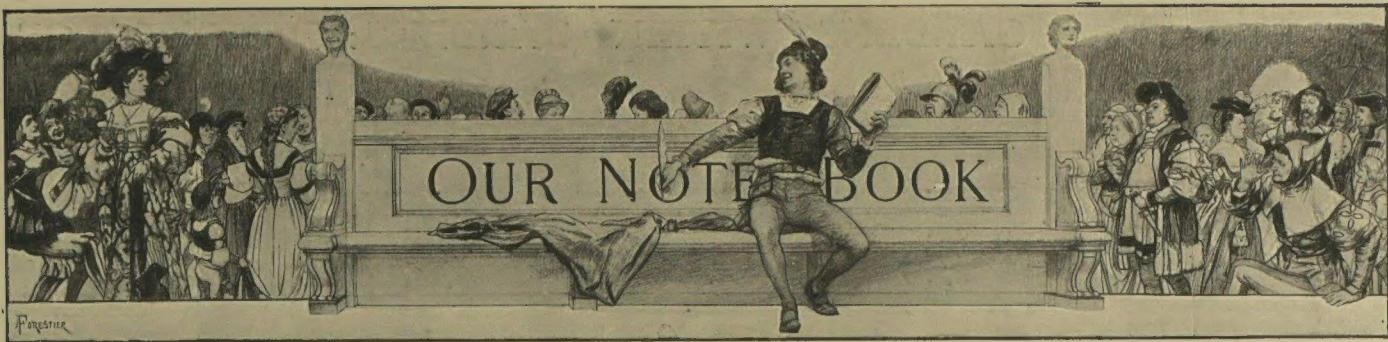
## TO STRENGTHEN THE FRIENDLY FEELING BETWEEN GREAT BRITAIN AND GERMANY: BARON MARSCHALL VON BIEBERSTEIN, APPOINTED AMBASSADOR TO THIS COUNTRY.

Baron Marschall von Bieberstein, who has been at Constantinople for nearly fifteen years, is to succeed Count Paul Wolff-Metternich as German Ambassador to Great Britain, and is likely to arrive in London about the middle of June. The Baron, it need scarcely be said, is a diplomatist of the first rank; further, he bears his years well—he is nearly seventy—is an excellent musician, a skilled botanist, and a chess-

player of infinite resource. He is known to have most friendly feeling towards Great Britain, and it may be safely assumed that his coming here will strengthen the bonds between his country and ours. In this connection it is interesting to recall that Lord Haldane left on May 21 for a visit to Germany, a visit described as private, as was that paid by him last February. It is denied that he is going to Berlin.

FROM THE PICTURE BY J. SIMONT.





BY G. K. CHESTERTON.

SEVENTY years ago *The Illustrated London News* was established. Less than seventy years ago (considerably less, I think I may justly say) I was a little boy of ten. But even then my fate was linked darkly with this periodical, for my father had carefully collected the bound volumes of what was long the only illustrated paper; and I can see those pictures now by shutting my eyes. The word "illustration" really applies here, as it never does in modern novels or magazines. Those illustrations did illustrate, like a triangle on a blackboard. They illustrated not only the letterpress inside the volume, but the whole life outside, all my parents' memories and anecdotes and allusions at breakfast or dinner. If they spoke of the Commissariat scandals in the Crimea, I did not know what "Commissariat" meant, but I knew what "Crimea" meant, and even something of what it looked like. If they spoke of Louis Napoleon's later policy and defeat, I did not know about his policy, but I knew all about his face and his funny pointed beard—in which I was much more interested—at the time. To me the Crimea was a place and Louis Napoleon was a person: two truths that are really important and are omitted in modern history books. But I learnt my recent history not from a history book, but a sketch-book. Mine was unusual luck.

The vast mass even of the educated know nothing about recent history at all. The modern Londoner has lost the link of time just as he has lost the link of locality. He is humanitarian: but the only man he cannot like is his next-door neighbour. He is cultured: but the only period he cannot study is the period of his own father. Humanity elsewhere has suffered all the sins and sorrows that come from local or tribal prejudice: from too easily accepting anything close to us by neighbourhood or by blood. But we have stranger sins and sorrows. Nowadays, the nearer humanity comes to us, the further it is away. The Tolstoyan clerk at Ealing finds it easier to love his enemy than to love his neighbour. So the modern youth finds it easier to believe his ancestor than to believe his father; and most of what we call "progress" is a sort of stupid parricide. That afterglow of great events, that natural gossip about them which really educates the new generation, that inheritance, almost in the flesh, of facts from before one was born—in a word, that vivid truth called tradition—all this I shall always associate with some faded volumes of this paper, in which Queen Victoria in a crinoline, accompanied by Prince Albert in a short tight frock-coat with a waist, walked about for ever in an Exhibition made of glass and filled with machinery.

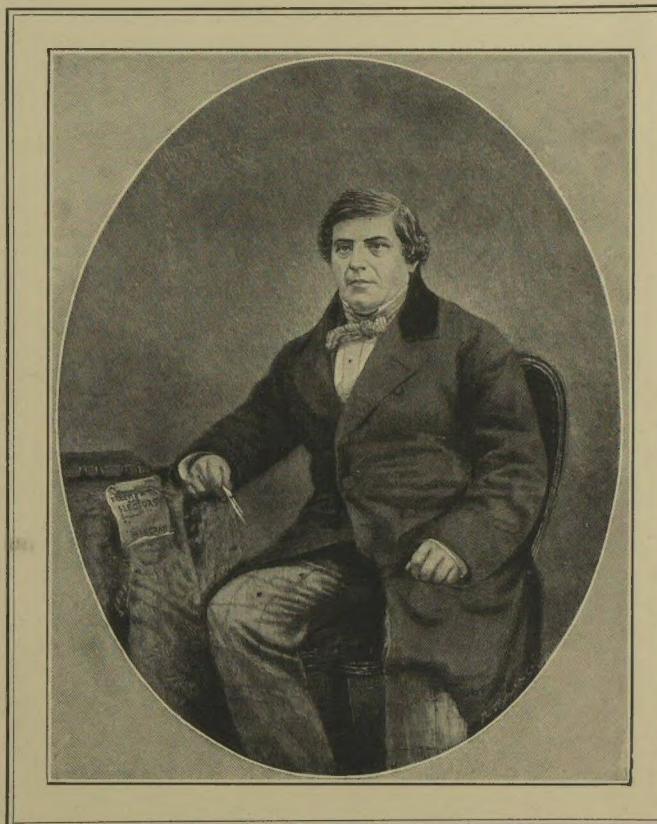
It is but appropriate as well as instinctive to mention here a distinguished man recently dead, who really saw this curious gap in our historic culture and really tried to fill it. There are many other praises due to Mr. Justin McCarthy. His novels receive seriously insufficient praise; for he kept up a current of sane satire against the cranks at the very moment when men were in their first danger of taking the cranks seriously. There was an advanced woman in "Dear Lady Disdain," who was as true as death and as funny as Dickens. She was, indeed, very Dickensian, in the sense that she grew in luxuriant variety from the stem of a single joke. She always began a tirade by asserting a particular opinion, and ended by entirely

contradicting it. But do not tell me she was conventional or exaggerated; because I have met the lady. Lately, I have met her infrequently. Again, it is insufficiently realised that, being this kind of man, fond of the daily courtesy and common-sense of things, amused and pleased by English society, similar to the English in religion and social spirit, he yet took his share with the other Irish when those Irish behaved like rebels and were treated like outlaws. He was a patriot; and the price he paid for being a really loyal Irishman was probably harder for his type and temper than it was for the rest. That ought not to be forgotten. But, when all is said, I think the best thing he did and the monument of his

nineteenth century; but they were there to be found in all centuries. If they were lost again, they could be found again. Potentially, steam-engines are as old as fire and water. Potentially, man could have made photography as soon as God had made Light. It is not so with those tricks and turns of costume or architecture or draughtsmanship which really reflect the flying moods of a people. Those moods may be unique; those moods may never return. Woman may never know again those occult emotions which led her to wear a "bustle"; we may never see again a man dressed like George IV., or a building designed like the Crystal Palace. If I lose my pocket copy of the multiplication table, I may (in about forty years) find

it all out for myself on my fingers: because it is true. But if I abandon my modern collar (I wish I could) then seasons may return, but not to me return any object so ridiculous and uncomfortable. If I lose my modern trousers, I shall lose them for ever.

It is, therefore, important to have a good continuous illustrated paper; but it is especially valuable to have one with a tradition so comparatively long, and linking in a manner two epochs of history. For the atmosphere expressed in Prince Albert's coat and the Crystal Palace machinery is not only different from ours, but is even dangerously misunderstood. Most educated men of my generation are, as I have said, in a state of ignorance and indifference about it. And those who know or care are handicapped by a low and illiterate fashion of despising the past, which, more than any other, prevents real progress to-day. The Early Victorians made two or three definite mistakes. They were mistaken when they thought that commerce must act as an agent of peace and not of war. They were mistaken when they thought that "increased wealth of Manchester" must mean decreased poverty of Manchester. It does not. But these mistakes were really manly; because these mistakes were really mistaken. They were not self-deceptions; they were not a half-convinced and half-confused bragging; they were not bluff. In other words, they were not like nine-tenths of the modern talk about the white man's burden or trade following the flag. They were errors of fact which only facts could refute. It is great dishonour to us if we have not learnt the lesson of the wars of finance and the slums of Glasgow. There is no dishonour for our fathers.



THE FOUNDER OF "THE ILLUSTRATED LONDON NEWS": HERBERT INGRAM.

Herbert Ingram, the founder of "The Illustrated London News," which has this month kept its seventieth birthday, and grandfather of the present Editor, was born at Boston, Lincolnshire, in 1811. About 1834 he settled at Nottingham as a printer, bookseller, and newsagent, in partnership with his brother-in-law, Nathaniel Cooke, and in 1842 they removed to London. The first number of the first illustrated newspaper was published on May 14 of that year. It was at once an immense success. In the following year Herbert Ingram married Miss Anne Little, of Eye, Northamptonshire. In 1856 he was elected M.P. for Boston. Three years later he visited the United States and Canada, with his eldest son; but on September 8, 1860, both were drowned in a shipping disaster on Lake Michigan. Herbert Ingram's body was recovered and buried in his native town, where a statue to his memory was erected in 1862. He was succeeded in the management of the paper by his sons William and Charles. Like his father, Sir William Ingram, who was made a Baronet in 1893, has been M.P. for Boston. He retired from the work of Managing-Director of "The Illustrated London News" and "Sketch" some years ago, leaving his brother, Mr. Charles Ingram, as Manager.

life is simply that he was the first who thought of writing a careful and balanced book called "A History of Our Own Times."

Outside that experiment and a later one made by Mr. Herbert Paul, I do not remember any record of the vanished Early Victorian England so good as those old volumes of *The Illustrated London News*. For pictures are essential to such a history; and if the pictures were then less scientific, they were all the more contemporary. For it is by a sort of license or even fallacy that we speak of steam or photography as modern. They happen to have been found in the

For the figure they cut, in their strange stiff hats and whiskers, is in many ways not only more logical but more heroic than our own. If they were averse from war, they were not averse from admitting it. A grocer who says plainly that he will not fight, has fifty times more of the virtues of a soldier than the pawnbroker who pays other people to fight. And that is largely the difference between the Manchester Radicalism of the 'forties and the Birmingham Jingoism of later times. They held, rightly or wrongly, that the trader must be a civilised advance upon the warrior; but, when a tradesman masqueraded as a warrior, they made fun of him. They sanely avoided or gloomily accepted a fight; but they jeered at a sham-fight. Anyhow, here is a sort of link with them. This paper and England were both alive seventy years ago. I pray God they may both be alive seventy years hence.

GARDENS WITHIN GARDENS: DELIGHTS OF THE GREATEST FLOWER-SHOW THE WORLD HAS EVER SEEN.  
THE ROYAL INTERNATIONAL HORTICULTURAL EXHIBITION AT CHELSEA.



1. WITH A STONE LANTERN AND A DWARF TREE AS PROMINENT FEATURES; A CORNER OF THE JAPANESE GARDEN.  
2. A QUAIN FIGURE AND A STORK AS PART OF A TRIUMPH OF HORTICULTURE, IN THE JAPANESE GARDEN.  
3. OLD CHINESE WELL-HEADS AND OIL-JARS AS DECORATIONS; A CHARMING GARDEN.

4. AS IT IS IN THE FAR EAST; THE ENTRANCE TO THE JAPANESE GARDEN.  
5. THE GATE OF DELIGHT; AN ENTRANCE TO THE JAPANESE GARDEN.  
6. WHEN THE GREATEST OF FLOWER SHOWS WAS IN THE MAKING; OFFICIALS INSPECTING THE ARRANGEMENTS FOR THE ROYAL INTERNATIONAL HORTICULTURAL EXHIBITION AT CHELSEA.

7. THE PEACE OF OLD ENGLAND; AN EARLY ENGLISH GARDEN, WITH A WATER-LILY POND.  
8. RESULTS OF JAPANESE INGENUITY: FULLY GROWN DWARF TREES IN POTS.  
9. THE SCENE OF THE OPENING OF THE WORLD'S GREATEST FLOWER-SHOW AND THE LARGEST TENT IN THE WORLD, WHERE THE KING INAUGURATED THE ROYAL INTERNATIONAL HORTICULTURAL EXHIBITION.

10. IN THE LARGEST AFFAIR OF ITS KIND; THE GREAT MAIN TENT OF THE INTERNATIONAL HORTICULTURAL EXHIBITION.  
11. WITH A FISH-POND IN THE FOREGROUND AND A SUN-DIAL BEYOND IT; AN OLD ENGLISH ROCK AND ALPINE GARDEN IN THE GREAT FLOWER-SHOW AT CHELSEA.

It was arranged that the King should open the Royal International Horticultural Exhibition, in the grounds of Chelsea Hospital, on Wednesday, May 22. The affair is one of extraordinary interest; not only is it the largest of its kind, but it contains, amongst many other items which all who love gardening should see, orchids to the value of at least half-a-million pounds. Amongst the countries contributing to it are France, Belgium, Holland, and Japan. Our ally in the Far East displays

PHOTOGRAPHS BY CLARKE, C.N., UNDERWOOD

chiefly dwarf trees and miniature gardens. Taking the exhibition as a whole, it may be said that there are some fourteen acres of it under canvas, and some fifteen acres out of doors. Those seen in the group of officials (reading from left to right) are: Mr. Greenwood, Mr. H. J. Veitch (the only surviving member of the 1866 committee), Sir George Holford, Mr. Gurney Fowler (Chairman), the Duke of Portland (President), Sir Jeremiah Colman, Mr. G. J. Ingram, Mr. H. B. May, and UNDERWOOD, NEWS ILLUSTRATIONS CO.



Photo, L.N.A.  
MR. MYRON T. HERRICK,  
Recently Appointed United States Ambassador  
in Paris.

term of office, is followed by Mr. Myron T. Herrick. If only the M had been a B, and the T stood for Tennyson (perhaps it does), the coincidence would have been more complete. No doubt Mr. Herrick will find himself perfectly at home in a city whither all good Americans are said to go when they die.

As Lord Richard Grosvenor, the late Lord Stalbridge sat for many years—between 1861 and 1885—in the House of Commons as a Liberal, and in 1880 was Chief Government Whip. He did not, however, accept Mr. Gladstone's Home Rule policy, and after being raised to the Peerage, in 1885, he became a Liberal Unionist. In 1870, he had become a Director of the London and North-Western Railway, and for the twenty years from 1891 to last year he was its Chairman. His period of office was marked by great progress and by many schemes for the welfare of the employees, and he was held in high esteem throughout the Company. He was a strong supporter of the project for a Channel tunnel. Lord Stalbridge was twice married: in 1874 to

a daughter of the third Viscount de Vesci. She died two years later, and in 1879 he married Miss Eleanor Stubber, of Moyne, Queen's County, who died a little over a year ago. Her eldest son, the Hon. Hugh Grosvenor, who has now succeeded his father as the second Baron, was born in 1880. He was at one time in the 14th Hussars, and served with distinction throughout the South African War. In 1903 he married Miss Gladys Elizabeth Nixon, daughter of the late Mr. Brinsley de Courcy Nixon.

Major-General Edward Robert Festing, whose death took place a few days ago, spent forty years in the Science Museum at South Kensington, from 1864 to 1893 as Deputy-General Superintendent, and from the latter year until 1904 as Director. Previously he had served with distinction in the Engineers and through the Indian Mutiny.



Photo, Elliott and Fry.  
THE LATE MAJOR-GENERAL E. R. FESTING,  
Formerly Director of the Science Museum  
at South Kensington.



THE HON.  
HUGH  
GROSVENOR,  
Who has succeeded  
his father, the late  
Lord Stalbridge, in the  
Barony.—(Photo, Lafayette, Dublin.)

PORTRAITS  
AND  
PERSONAL NOTES.

REAR-  
ADMIRAL  
ARCHIBALD  
G.H.W. MOORE,  
Recently appointed a  
Lord Commissioner of the  
Admiralty.—(Photo, Russell, Southsea.)



African World Photo, Agency.  
THE LATE SIR JULIUS  
WERNHER, Bt.

Formerly Senior Partner in the famous  
Diamond Firm of Wernher, Beit, and Co.

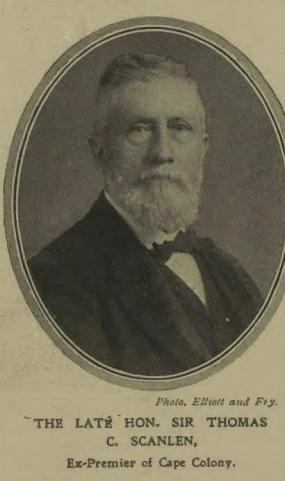
George Wilhelm, eldest son of the Duke of Cumberland, in a motor-car accident near the frontier of Mecklenburg. The Prince's mother, who, as Princess Thyra of Denmark, married the Duke of Cumberland in 1878, is Queen

to King George, as he was to King Edward.

Sir Julius Wernher, who has sometimes been called "the Diamond King," died at Bath House, Piccadilly, on May 21. He came of a distinguished family at Darmstadt, where he was born in 1850. He went to Kimberley with his partner, the late Mr. Alfred Beit, soon after the discovery of diamonds in 1870, and there amassed an immense fortune. He did a great deal for technical education, both in this country and South Africa, and in private life he was warm-hearted and generous.

Rear-Admiral Archibald Moore, who succeeds Rear-Admiral Briggs as a Lord Commissioner of the Admiralty, was formerly Director of Naval Ordnance and Torpedoes. He is a son of the late Mr. John Wilson Moore, and was born in 1862. In 1887 he married Miss Edith Maud Roe.

Sir Thomas Scanlen, who died recently at Cape Town, was once prominent in Cape politics. He sat in the House of Assembly for twenty-six years (1870 to 1896), and was Prime Minister in 1881 and the following year. In 1894 he became Legal Adviser to the British South Africa Company, and of late years had been several times Acting Administrator of Rhodesia.



Photo, Elliott and Fry.  
THE LATE HON. SIR THOMAS  
C. SCANLEN,  
Ex-Premier of Cape Colony.

Ibsen is said to have remarked of August Strindberg, the Swedish dramatist, "Here is one who will be greater than I." Strindberg's works are not very well known in this country. "The Father" and "Mademoiselle Julie" were acted in London by the Adelphi Players, and three years ago Lady Tree and Madame Lydia Yavorska appeared in "The Stronger Woman." Strindberg, who was a realist in art and a revolutionary in politics, had recently been writing a book on labour questions, with special allusion to the British coal strike.

At a recent meeting of the Municipal Council of Berlin, Herr Wermuth was elected to the office of Chief Burgomaster, which corresponds to our Lord Mayor, by 72 votes out of 116. He was formerly Secretary of State for the Treasury. In the position of Chief Burgomaster he succeeds Herr Kirschner, who for some time has been anxious to retire, and was recently enabled to do so.

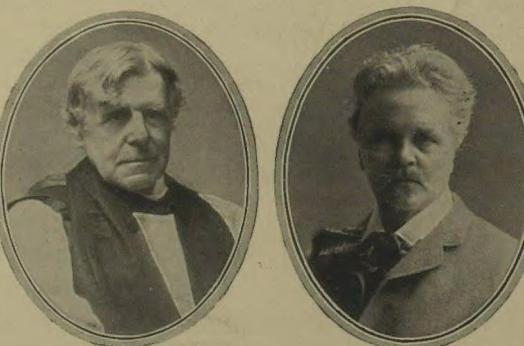


Photo, Bieder.  
HERR WERMUTH,  
Recently elected Chief Burgomaster  
of Berlin.



Photo, Jaegerpacher.  
THE LATE PRINCE GEORGE OF CUMBERLAND,  
Who was recently killed in a Motor-Car Accident near Friesack.

Alexandra's younger sister, Prince George, who was thirty-two and unmarried, was a great-great-grandson of George III. He represented his father at the funeral of King Edward.



Photo, Elliott and Fry.  
THE RIGHT REV. WILLIAM  
BOYD-CARPENTER, D.D.,  
Ex-Bishop of Ripon, who has been made  
a K.C.V.O.

Photo, Hammarquist.  
THE LATE JOHANN AUGUST  
STRINDBERG,  
The eminent Swedish Dramatist and  
Novelist.

Another cause of mourning has befallen the Royal Family, and especially Queen Alexandra, by the sad death of her nephew Prince

Bishop Boyd-Carpenter, who has just been made a Knight Commander of the Royal Victorian Order, occupied the See of Ripon, which he resigned last year, for more than a quarter of a century. He is now a Canon of Westminster, and also Clerk of the Closet

## BOATS FOR ALL: THE LIFE-SAVING CRAFT OF A BRITISH DREADNOUGHT.

DRAWN BY CHARLES J. DE LACY.



SUFFICIENT FOR EVERYONE ABOARD: THE BOATS OF A SUPER-DREADNOUGHT OF THE "ORION" CLASS.

Such a war-vessel as the super-Dreadnought "Orion"—taken as an example—has fifteen boats, which are deemed sufficient to accommodate the whole ship's complement, that is to say, about 800 men and officers. They consist of two 50-ft. steam-pinnaces; one 45-ft. steam-pinnace; one 42-ft. sailing-launch; one 36-ft. sailing-pinnace; two 32-ft. life-cutters,

which are life-cutters only in the sense that they can be lowered at a moment's notice and are not life-boats; one 32-ft. sailing-cutter; one 32-ft. Admiral's galley; one 30-ft. gig; three 27-ft. whalers; and two 16-ft. dinghies. It is safe to assume that the large boats will hold 150 each; the smaller taking passengers in proportion.

## SCIENCE; AND A RELIEF: WORKS OF MEN.



Photo. Record Press.

TWENTY-SEVEN SECONDS PER CALL AGAINST SIXTY-TWO SECONDS: THE AUTOMATIC TELEPHONE.

A new automatic telephone exchange, the first of its kind to be tested in this country, is in being at Epsom. To call a number—for example, 120—the subscriber moves the receiver, places a finger in the aperture in the disc above "1" and turns the disc from left to right until his finger touches a trigger which is raised above the surface of the disc. The disc is then released and automatically returns to its original position. The process is repeated for the other figures. It is claimed that, on an average, an automatic call takes 27 seconds, against the old average of 62 seconds.

The system is in extensive use in Chicago.

Photo. Illus. Bureau.  
ON THE ISLAND "RELIEVED" BY THE CRUISER "ACHILLES": ST. KILDA—A MEETING OF THE INHABITANTS OF THE PLACE.

The eighty inhabitants of St. Kilda, in the Outer Hebrides, were in considerable danger of starving recently, for no provision-ship had touched at the island for months. The First Lord of the Admiralty, hearing of their plight, sent the cruiser "Achilles" to their relief. Before that some help had been given by the trawler "Strathmore," which landed the few stores she could spare, and a Hull trawler, which did the same. Mr. Churchill's message went by wireless from the Admiralty to the Admiral commanding the war-ships at Lamash, and from him to the "Achilles," cruising further north. The captain of the "Strathmore," which was the first steamer to call at the island this year, found that the supplies of tea, sugar, and meal had been exhausted, and only a little flour remained. For some weeks the people had been living on eggs. The inhabitants had had practically no news since Christmas, and were still awaiting their Christmas and New Year letters.

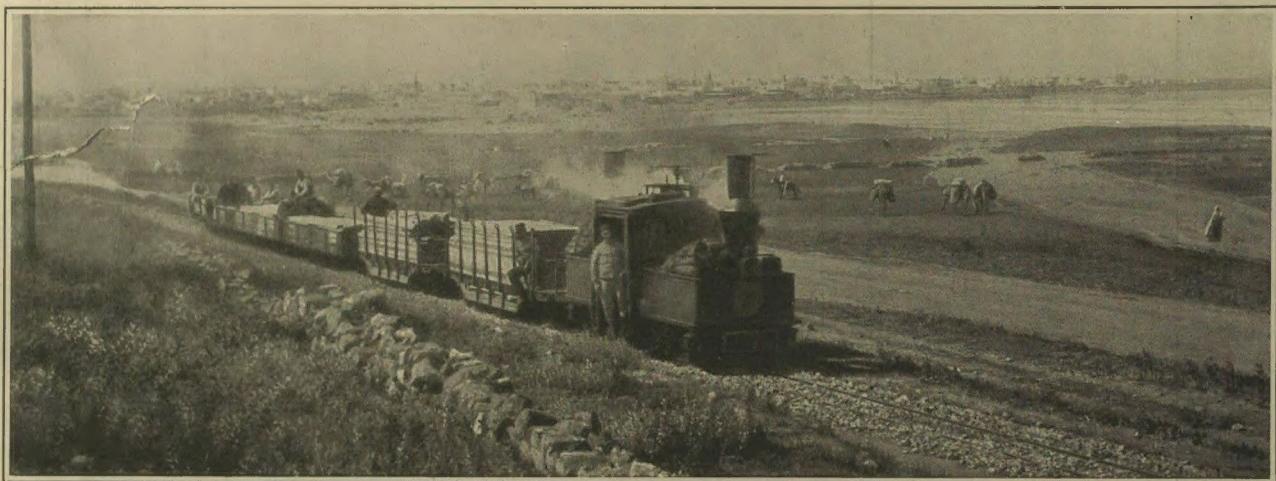


Photo. Credert.

A LINE WHICH RESPECTS THE ACT OF ALGECIRAS AND THE TREATY OF BERLIN: MOROCCO'S FIRST RAILWAY—BETWEEN CASABLANCA AND FEDHALA.

For some two months that section of the Casablanca-Rabat railway which is between Casablanca and Fedhala has been in working order. The line, which is only sixty-five centimetres wide, respects both the Act of Algeciras and the Treaty of Berlin, for, although it is being constructed by military engineers, it is not to be permanently in the possession of the army.

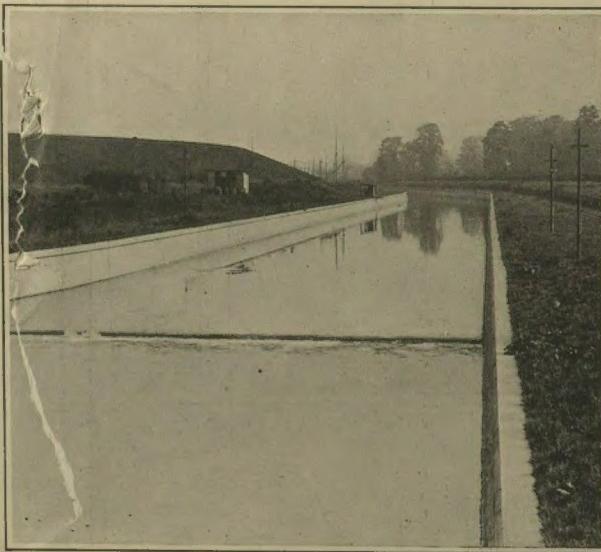


Photo. Illus. Bureau.

THE LEA PROVIDED WITH PRACTICALLY A NEW BED: THE NEW RESERVOIR AT CHINGFORD, WHICH IS TO BE OPENED BY THE KING.

It was announced the other day that the King had consented to open the Metropolitan Water Board's new reservoir at Chingford, Essex. This was begun in 1908. The reservoir has an area of some 416 acres and a capacity of 3,000,000,000 gallons; while the Lea has been given practically a new bed, several miles in length. The reservoir is on the embankment seen in the photograph.

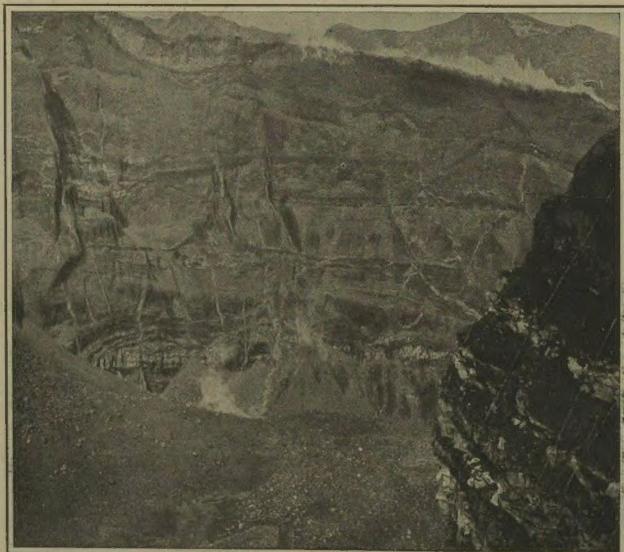


Photo. d'Agostino.

DESCENDED BY PROFESSOR MALLADRA, OF THE VESUVIUS OBSERVATORY, AND A GUIDE: THE CRATER OF MOUNT VESUVIUS.

Professor Malladra and a guide recently descended into the crater of Vesuvius by means of a 420-ft. long rope. The descent took two hours; and they remained at the crater's bottom for two hours while the Professor noted the temperature of the different smoke-vents and took a number of photographs. The return climb took two hours and a half; much inconvenience was caused by fumes.

## THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.

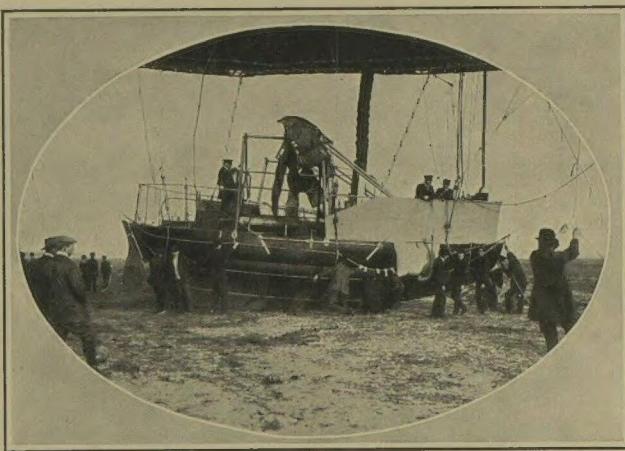


Photo. Topical.

A MOTOR-BOAT AS THE CAR OF A DIRIGIBLE, THE "CABIN" OF THE BALLOON "SUCHARD," IN WHICH AN ATTEMPT TO CROSS THE ATLANTIC IS TO BE MADE.

Walter Wellman's failure notwithstanding, another attempt is to be made to cross the Atlantic by means of a dirigible, named the "Parseval VI." type, is about 195 feet long, and 55 feet in maximum diameter. Its car is a seaworthy motor-boat, about 32 feet long, with a beam of about 10 feet and a depth of about 5½ feet. This has a navigating and living cabin, with a complete set of aeronautical and meteorological instruments, and a workshop; a large store of provisions; water; anchors and drag-ropes; and other necessaries.

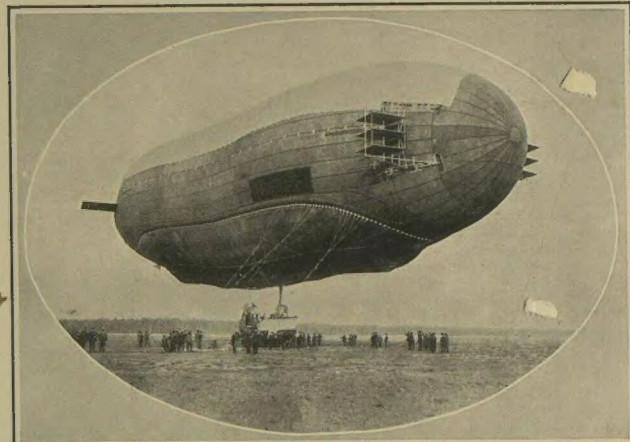


Photo. Topical.

THE FIRST ASCENT OF THE DIRIGIBLE BALLOON IN WHICH IT IS HOPED TO CROSS THE ATLANTIC, STARTING FROM THE ISLAND OF ST. VINCENT: THE "SUCHARD."



Farrington Photo. Co.

THE BURIAL OF THE HEROIC BANDMASTER OF THE "TITANIC": THE FUNERAL PROCESSION OF MR. WALLACE HARTLEY, AT COLNE, LANCASHIRE.

The remains of Mr. Wallace Hartley, the bandmaster of the liner "Titanic," who, accompanied by his musicians, continued playing as the great vessel sank, were laid to rest on May 18 in his native town, Colne, Lancashire. Some 30,000 people were present; and figuring in the funeral procession were the Corporation of Colne, representatives of various institutions with which Mr. Hartley was associated, members of the East Lancashire Territorial Regiment, five brass bands, and many of the Lancashire County Constabulary, mounted and on foot. It will be remembered that when Mr. Hartley's body was recovered from the sea his music-case was strapped to it. — It was arranged that the King should open the new buildings of the Royal Society of Medicine on the afternoon of Tuesday, May 21. These are in Henrietta Street, Cavendish Square. The Society has been under Royal Patronage since its incorporation in 1834. Its library of one hundred thousand volumes ranks with the finest of its kind in the world, and enables the country practitioner especially to keep up-to-date in his knowledge of his profession.

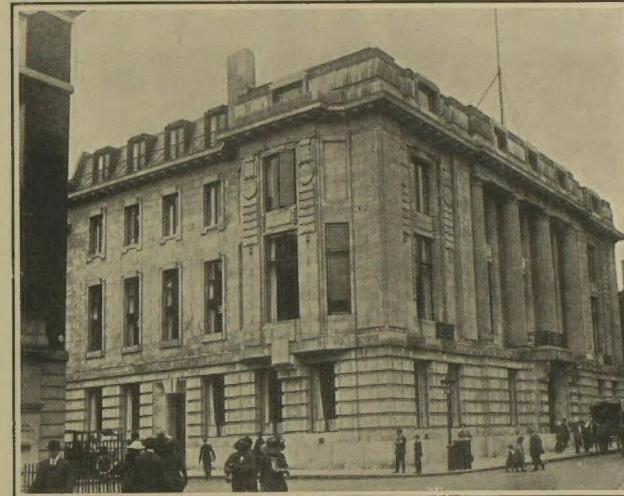


Photo. News. Illus.

WITH A LIBRARY OF 100,000 VOLUMES: THE NEW BUILDINGS OF THE ROYAL SOCIETY OF MEDICINE, OPENED BY THE KING.



Photo. News. Illus.

AT THE LARGEST FLOWER-SHOW THE WORLD HAS SEEN: A JAPANESE GARDEN AT THE ROYAL INTERNATIONAL HORTICULTURAL EXHIBITION, WHICH WAS RECENTLY OPENED AT THE ROYAL HOSPITAL GARDENS, CHELSEA.

The greatest flower show the world has seen was opened, in the Royal Hospital Gardens, Chelsea, on May 22, and it is arranged that it shall close on the 30th. Before the day of the inauguration, it was estimated that there would be fourteen acres of exhibits under canvas, and fifteen acres devoted to outdoor gardening, including various rockeries; while it was said that the value of the orchids exhibited would not be less than half-a-million pounds.



Photo. News. Illus.

A SHOW AT WHICH ORCHIDS TO THE VALUE OF HALF-A-MILLION POUNDS ARE TO BE SEEN: PART OF A GARDEN AT THE ROYAL INTERNATIONAL HORTICULTURAL EXHIBITION.

## AT THE SIGN OF ST PAUL'S

Queen Elizabeth visits St Paul's in state on Nov. 24<sup>th</sup> 1588

Photo. Thomson,  
MR. J. DUNBAR-BRUNTON, M.D.,  
Author of "Big-Game Hunting in Central  
Africa," which has been published by  
Mr. Andrew Melrose.



to return thanks for the victory over the Armada

Photo. Russell.

## ANDREW LANG ON KELTS AND COLLECTORS, FAKES, FINDS, AND "BACON'S PLAYS."

**G**OOD talk reading are the talk of experts and the books about the good and bad luck of collectors of objects of art. There is so much luck in finding the desirable objects (which may seem far from desirable to the general public), and there is so much amusing jealousy.

Thus A "picks up" a thing which he deems very rare, and absolutely authentic. B, his friend, comes to examine it. It is as when you have hooked a salmon, and your friend, who has hooked none, comes up to look on. "I am afraid it is a kelt," he says, and a kelt is a long, lean, uneatable fish, returning to the sea in spring, after an autumn and winter in the river. Till you see your fish it is not easy to know whether he is fresh from the invigorating sea, or is a hungry ghost of a fish—a kelt. "He runs like a kelt," says your friend; and is not overjoyed when he proves to be in the wrong.

So the friend of the collector looks at his find. "That—oh, I know that thing. There is a factory at Orleans where they are made by the dozen." Sometimes, as in the case of the kelt, he is right, and happy; sometimes wrong, and wretched. The art of man is now amazingly successful in artistic forgeries. The modern Greeks make terra-cottas as well as their ancestors did two thousand years ago, and

knowledge and practice. Concerning this I heard a truly paralysing anecdote of the artfulness of a seller, but it may not be told. Moral: do not buy Turners,

an object against which I have long had a grudge. It is a duck, carved out of rock crystal, very old, with an added little gold and enamel Italian figure. It is unlovely. Yet it has been sold again and again, for sums from £9000 to £15,000, or £16,000. But it came once too often to market and fell to £300. One feels extremely unsympathetic towards persons who pay so much for an object that, to oneself, seems so undesirable.

On the other hand, I hear a story of a lady who had a dingy old dusty family portrait, with a hole in the canvas. She took it to a small dealer, and asked if it could be repaired. He sniffed at it, and offered £5 for it. The lady refused, and as she was going to Messrs. Christie's on other business, mentioned her picture to someone having authority. He saw it, and suggested putting it into a sale, where, being a Gainsborough, it fetched £9000. I presume that it was cleaned before it was sold. Unexpert owners appear to vary between thinking worthless objects almost priceless, and valuable objects worthless. I have heard of an ancient crystal thing of the same order as the crystal duck (only more alluring to some tastes) which "turned up unknown" among the wine-glasses and decanters in a butler's pantry. The owners had forgotten its highly aesthetic existence. Not long ago, a squire, somewhere, was

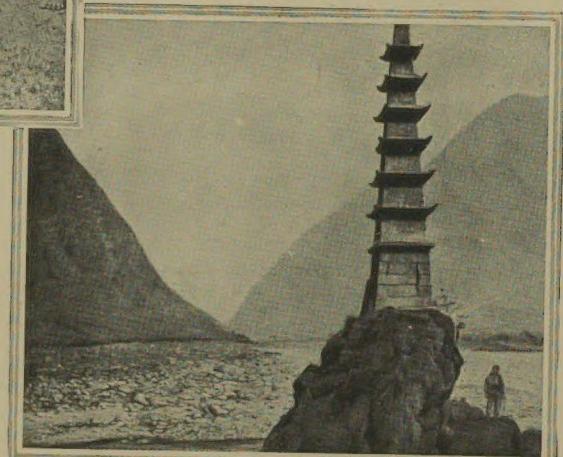
OF THE TRIBE WHICH MURDERED  
LIEUTENANT BROOKE: MATU—A  
LOLO CHIEF—IN ARMOUR.

"Matu was renowned for the possession of an especially fine suit, and we were extremely anxious to acquire it... As soon as he had seen our rifles and revolvers fired Matu rushed into the house and presently returned armed from head to foot... A squire held his bow, and another brandished his lance... while Matu rushed towards us with uplifted sabre, shouting his war-cry."

From "In Forbidden China," by Vicomte D'Ollone, by Courtesy of the Publisher, Mr. T. Fisher Unwin.

(SEE REVIEW ON ANOTHER PAGE.)

but, if you buy must, do not trust your own judgment. At a recent sale appeared



TO SAVE THE SACRED INCARNATION OF IDEAS FROM BASE USES: A TOWER FOR BURNING PAPER.

"[There are] numerous towers for the purpose of burning paper... For the Chinese the written character... the incarnation of the idea, has something divine and sacred about it; it is therefore a reprehensible action to use old written or printed paper for base purposes; it must therefore be burned. The towers contain a grate for this purpose; they are consecrated to some god."

From "In Forbidden China," by Vicomte D'Ollone, by Courtesy of the Publisher, Mr. T. Fisher Unwin.

## A COLOSSAL INSCRIPTION REACHED BY SCAFFOLDING: COPYING HIEROGLYPHICS IN A CHINESE GORGE.

"It was... in an extremely wild gorge... that the great Yu first saw the light, or at least, so says an inscription of the eleventh century, A.D., no less than thirty feet in height. Fortunately, we found a scaffolding all ready... We had merely to cover with sheets of damp paper... this enormous wall... and then to dab it with powdered ink, so that the characters... would be white on a black ground."

From "In Forbidden China," by Vicomte D'Ollone, by Courtesy of the Publisher, Mr. T. Fisher Unwin.

they have found some of the old moulds. They find more difficulty with bronzes; but in gold-work or in terra-cotta, with a good, ancient mould, they can do almost anything. There are plenty of sham Mycenean gold rings on the market—things very rare when genuine, and, I fancy, very easy to imitate. Till a day or two ago, I was ignorant enough to suppose that paintings by Turner could not be successfully imitated by the art of man: that I could tell an original from a copy at a glance. This was because I had only seen very ordinary copies. I learn that, after Turner's death, very clever men used to copy his works, and that, under the mellowing influence of time, their doings may now deceive all but the very elect, and that they are sold for great sums. More recent fakes are also extremely plausible; to distinguish them from the genuine thing requires great



A VAST, CALM COUNTENANCE, SMILING AN IRONICAL SMILE: THE GREAT BUDDHA OF YUNG-KANG.

Describing this rock-cut statue in his book, "In Forbidden China," Vicomte D'Ollone writes: "Suddenly my meditation was pierced by a feeling of utter amazement... From within the hill-side... a giant face regarded us; a vast, calm countenance, smiling an ironical smile. Was it a hallucination?... The hill-side opened before him, revealing the whole colossal figure—nearly sixty feet in height!" The man standing by the statue indicates its size.

somewhat moved to explore the shelves of his library. He found, hidden behind a row of taller books perhaps quite a little flock of Shakespeare quartos; those square, shabby pamphlets in which Bacon's plays popped out on a rather indifferent public, long ago. The squire promptly sent the treasures to the market; "and what for no?" He could read the plays much better edited in much cheaper editions.

There was little fuss made over Shakespeare in his own time, and later. It was not till seven years after his death that the public had their first chance of reading about half of his plays, in the first collected edition (1623). I wonder how many copies were printed; not more than 1500, one may guess. The edition was not sold out till nine years had passed, and thirty-two years went by before a third edition was demanded. Not much money was in that speculation.

## WITNESSES CALLED TO GIVE EVIDENCE ON THE "TITANIC" DISASTER.

PHOTOGRAPHS BY C.N., L.N.A., ILLUSTRATIONS BUREAU, NEWS, ILLUS., AND SPORT AND GENERAL.



LADY DUFF-GORDON.



SEAMAN GEORGE SYMONS.



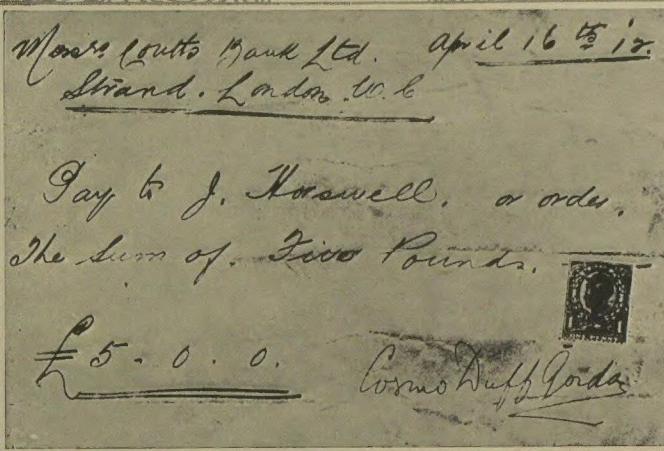
FIREMAN CHARLES HENDRICKSON.



SIR COSMO DUFF-GORDON.



FIREMAN SAMUEL COLLINS.



SEAMAN E. J. HORSWELL.



APPRENTICE J. GIBSON.



WITNESSES FROM THE "CALIFORNIAN": OFFICERS AND MEN.



CAPTAIN STANLEY LORD.

QUESTIONED AS TO NO. 1 EMERGENCY BOAT; AND AS TO THE "CALIFORNIAN": SOME OF THOSE SUMMONED  
TO THE BRITISH INQUIRY.

Giving evidence before the British Commission inquiring into the loss of the "Titanic," George Symons, who was in charge of the boat in which Sir Cosmo and Lady Duff-Gordon, among others, were passengers, said that he thought it would not be safe to go back to attempt to pick anyone out of the water, and that no question was raised in the boat about going back to the rescue. Charles Hendrickson, a fireman, said that he had come to the conclusion that the boat should have gone back, and that he was under the impression that it was prevented from going back by Sir Cosmo and Lady Duff-Gordon, who, he alleged, protested against a return. Collins was also in the boat. Edward James Horswell said that he heard nothing about going back. James Gibson, apprentice on the "Californian," said, in

the earlier stages of the Inquiry, that, when on duty at twenty minutes past twelve on the night of the disaster, he saw a ship's light, and saw rockets fired. Various other members of the "Californian's" crew and her master, Captain Stanley Lord, also gave evidence when the Court was seeking to establish whether the "Californian" was the vessel whose lights were seen by certain of the passengers and crew of the "Titanic," and whether the vessel which sent up rockets a few miles away in the ice-field in which the "Californian" spent the night of April 14-15 was the "Titanic." The "Californian" group shows (from left to right) G. Glenn, fireman; W. Thomas, greaser; C. F. Evans, wireless-operator; J. Gibson, apprentice; H. Stone, second officer; W. Ross, seaman; C. V. Groves, third officer; and G. F. Stewart, chief officer.

THE STORY OF No. 1 EMERGENCY BOAT: A MOMENT OF INTENSE INTEREST AT THE "TITANIC" INQUIRY.

AFTER A PHOTOGRAPH BY L.N.A.



QUESTIONING A NOTABLE PASSENGER AS TO HIS ESCAPE AND TO THE HAPPENINGS

Giving his evidence before the British Commission of Inquiry into the loss of the "Titanic," Sir Cosmo Duff-Gordon explained how his wife and himself were told to get into a life-boat; said that while in the boat he did not hear any suggestion that it should put back in an attempt to pick people out of the water, or one of the ladies say anything about a danger of being swamped. He further stated that he did not hear the question of swamping raised at all; and that no notice was taken in the boat of the cries of the drowning. With regard to his present of £5 to each of the boat's crew, he said that he promised this that the men might replace their lost kits. That was on May 17. On the Monday, Sir Cosmo was again on the witness-

IN A LIFE-BOAT: THE ATTORNEY-GENERAL EXAMINING SIR COSMO DUFF-GORDON.

stand. Lady Duff-Gordon was also called on that day. She stated that, being ill at the time, she had no recollection of any conversation taking place in the boat, and said she did not hear any proposal that the boat should go back. Sir Cosmo Duff-Gordon is the fifth Baronet of a creation dating from 1813, was born in July 1862, and succeeded his cousin in 1896. In 1900 he married Miss Lucy Wallace Sutherland, daughter of the late Douglas Sutherland, of Toronto, Ontario, and sister of Mrs. Clayton Glyn (Elinor Glyn, the novelist). Lady Duff-Gordon is Lucile, the famous dressmaker. She worked up the business from very small beginnings until it is now well known throughout the world of fashion.

## WAR BY MECHANISM: SCIENTIFIC MILITARISM BEFORE THE KING

PHOTOGRAPHS BY C.N. AND NEWS. ILLUS.



THE HEAD OF THE BRITISH ARMY WATCHING THAT ARMY AT ITS WORK: THE KING AT THE RANGES AT ALDERSHOT DURING HIS VISIT OF INSPECTION.



WIRELESS IN THE FIELD: PORTABLE APPARATUS, INCLUDING AN ENGINE, FITTED TO A SADDLE FOR SPEEDY TRANSPORT.



A WIRELESS-STATION SET UP IN 4½ MINUTES FOR "TALK" WITH THE FLEET: UNLOADING POLES AND FITTINGS.



WIRELESS ON THE FIELD OF BATTLE: AN ARMY OPERATOR RECEIVING A MESSAGE IN HIS LITTLE PORTABLE TENT.



STILL OF CONSIDERABLE USE DESPITE THE AEROPLANE: MAN-LIFTING KITES AT WORK — THE OBSERVER IN HIS BASKET.

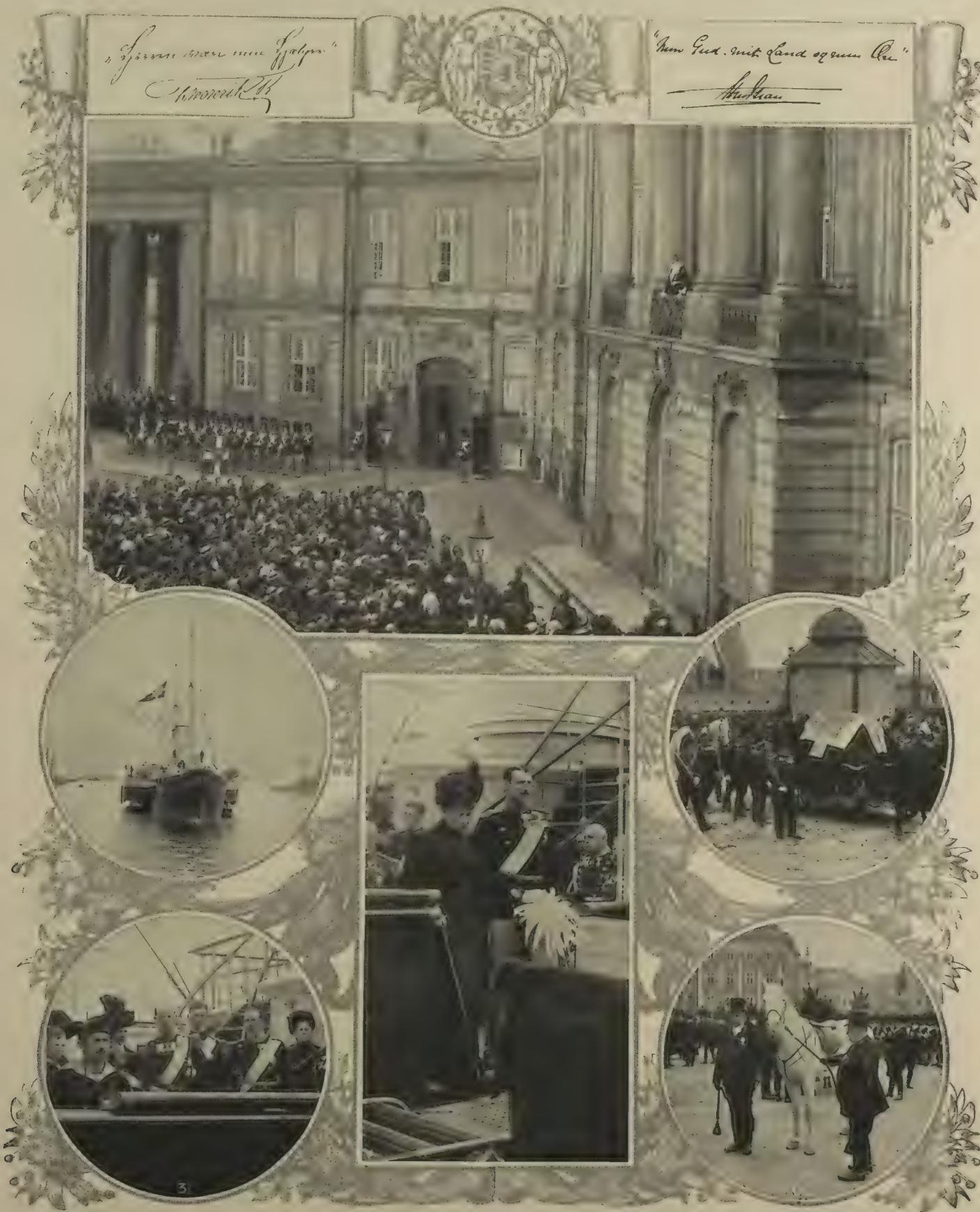
WITH CONE INTO WHICH THE BALLOON'S NOSE FITS: THE NEW ANCHOR-MAST FOR ARMY DIRIGIBLES.

The King and Queen had a particularly busy day at Aldershot on May 17, watching the military operations on the famous manoeuvre ground of the Fox Hills, witnessing work by the Royal Flying Corps, and visiting the Staff College at Camberley. Their Majesties saw the conduct of war in its most up-to-date aspects—for example, some fine flights by heavier-than-air machines and by the lighter-than-air dirigible "Beta," and the use of the military wireless installation set up for the occasion near the polo ground. For the wireless there was a large

permanent station in working order; while an eighty-foot installation was unpacked, its poles were set up, its motor was started, and connection was established within 4½ minutes. At the King's wish, a wireless message was sent by the operators to the torpedo training-ship "Vernon," stationed at Portsmouth, and a reply was received from her. Wireless apparatus for less important field-work was also demonstrated. The working of the wireless was explained to their Majesties by Major Grubb, the science officer in charge.

# THE UNRECOGNISED KING: THE BODY OF FREDERICK VIII. AT COPENHAGEN.

PHOTOGRAPHS BY EIFFEL, ILLUSTRATIONS BUREAU, ETC.



1. THE PROCLAMATION OF THE DEATH OF FREDERICK VIII. AND THE ACCESSION OF CHRISTIAN X: THE NEW RULER OF DENMARK ON THE BALCONY OF THE AMALIENBORG PALACE.
2. THE LAST HOMECOMING OF FREDERICK VIII, KING OF DENMARK: THE ROYAL YACHT ARRIVING AT COPENHAGEN WITH THE BODY ABOARD.
3. ABOARD THE ROYAL YACHT, WHICH HE MET AT DRAGOER, EIGHT MILES FROM COPENHAGEN: PRINCE GEORGE OF GREECE, NEPHEW OF THE LATE KING.

It will be recalled that King Frederick VIII. of Denmark died in Hamburg on May 15 as a result of a fatal heart-seizure in the street. He was taken to the Harbour Hospital, was not recognised, and was laid in the mortuary to await identification. The remains of the dead King were removed from Hamburg to Travemünde, and there placed on board the royal yacht "Dannebrog" for transport to Copenhagen. The royal yacht was met eight miles from Copenhagen by the cruiser "Absalon," aboard which were King Christian and his two sons,

4. LEAVING THE ROYAL YACHT ON WHICH THE MORTAL REMAINS OF KING FREDERICK VIII. WERE TAKEN TO COPENHAGEN: KING CHRISTIAN X. WITH THE QUEEN-DOWAGER.
5. LEAVING THE LANDING-STAGE FOR ITS JOURNEY TO CHRISTIANSBORG CASTLE: THE FUNERAL PROCESSION AFTER THE ARRIVAL OF THE BODY OF KING FREDERICK VIII.
6. FOLLOWING HIS MASTER FOR THE LAST TIME: KING FREDERICK THE EIGHTH'S FAVOURITE WHITE ARAB CHARGER ARROGANT, WHICH WAS KILLED ON THE DAY AFTER THE ARRIVAL OF HIS MASTER'S REMAINS.

with Prince Waldemar and Prince George of Greece. The coffin was carried ashore on the shoulders of twelve officers (six from the army and six from the navy) and placed on a draped gun-carriage. Behind the gun-carriage walked the late King's favourite charger, which was to be killed on the morrow. The body was taken to Christiansborg Castle. At the top of the page, on the left, is the late King's signature, with his motto, "The Lord be my Helper." On the right are the new King's signature and motto—"My God, my Country, my Honour."

By Natural=Colour Photography: A Royal Academy Picture.



*A Truee.* Frank Bramley, R.A.

By Natural=Colour Photography: Royal Academy Pictures.



*Evening's Last Gleam.—B. W. Leader, R.A.*



*A Castle in Spain.—Sir Alfred East, R.R.A.*

PLEASURE AND CHARITY HAND IN HAND: A CAFÉ CHANTANT IN BEING, AT THE SAVOY.

DRAWN BY OUR SPECIAL ARTIST, A. C. MICHAEL.



THE ENTERTAINMENT ORGANISED BY LADY JULIET DUFF IN AID OF THE CHARING CROSS HOSPITAL: MR. ARTHUR PRINCE GIVING HIS VENTRILLOQUIAL "TURN."

Lady Juliet Duff, daughter of the fourth Earl of Lonsdale and wife of the only son of Sir Charles Gordon Asheton-Smith, organised a most successful Café Chantant, which was given at the Savoy Hotel last week, in aid of the Charing Cross Hospital. It was under the patronage of Queen Alexandra, Princess Louise (Duchess of Argyll), and many ladies famous in Society. Amongst the artists who promised their assistance were: Mrs. Laurence Irving, Miss Mary Moore, Miss Lilian Braithwaite, Miss Irene Vanbrugh, Miss Phyllis Dare, Miss Iris Hoey, Miss Margery Maude, Miss Phyllis Beddoe, Miss Hilda Dolii, Miss Muriel

Reddall, Miss Phyllis Lett, Miss Carmen Hill, Miss Carrie Tubb, Miss Gina Tandi, Miss Olga Petrovna, Mr. Henry Askey, Mr. Rutland Barrington, Mr. Dawson Milward, Mr. Joseph Coyne, Mr. Roy Beard, Mr. Harry Lauder (whose illness prevented his attendance), Mr. Arthur Prince, Mr. Charles Capper, Mr. C. Hayden Coffin, Mr. Maurice Parkes, Mr. Mottram Bell, Mr. Hubert Bromilow, Mr. Hugh Peyton, Mr. Wilfred Platt, Mr. A. H. West, Miss Lydia Kysaitz, Ladowska and Pavky (the Russian dancers), Mrs. Perkins, Mme. Adelina Dincilli, Mlle. Marin, and the Westminster Gle Singers.

By Natural=Colour Photography: A Royal Academy Picture.



*Golden Autumn.—J. Farquharson, R.A.*

By Natural=Colour Photography: Royal Academy Pictures.



{ *Decorations in the Houses of Parliament.—F. Cadogan Cowper, A.R.A.*



*The Fall of the Leaf.—Frank Bramley, R.A.*

The full description of Mr. F. Cadogan Cowper's work here illustrated is "The Kings Edward IV. and Richard III., with Arms, Badges, and Devices of the House of York: a small replica of Decorative Paintings recently completed in an arch in the East Corridor, Central Hall, in the Houses of Parliament."

THE COPYRIGHTS OF THESE PICTURES ARE STRICTLY RESERVED BY THE ARTISTS

## CHASING SPIRITS HARMFUL TO THE DEAD: A STRANGE KAVIRONDO FUNERAL.

PHOTOGRAPHS BY F. HEDGES BUTLER, F.R.G.S.



1. RUNNING TO KEEP EVIL FROM THE DEAD: MEN DASHING OUT OF THE BOMA TO WARD OFF BAD SPIRITS LIVING IN THE TREES.

2. MARCHING AGAINST THE EVIL ONES: MEN AND WOMEN WALKING OUT OF THE BOMA, SINGING AND WAILING, TO DRIVE AWAY BAD SPIRITS.

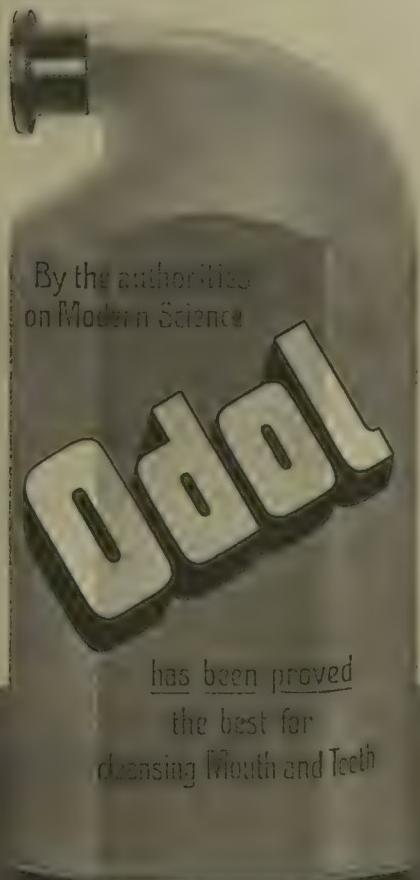
3. WITH OSTRICH FEATHERS IN HIS HAIR AND ARMED WITH SPEAR AND SHIELD: A WARRIOR ENGAGED IN KEEPING OFF EVIL SPIRITS.

4. SUGGESTING A KNIGHTLY CRUSADER: A CHIEF ATTENDING THE FUNERAL MOUNTED ON AN OX.

5. BEFORE THE BURIAL OF THE BODY: A SPEAR THROWN INTO THE THATCHED ROOF OF THE DEAD MAN'S HUT (ON THE RIGHT).

During his recent shooting expedition in Uganda and British East Africa, Mr. Frank Hedges Butler had the good fortune to witness a sight probably never photographed before—a funeral ceremony of the Kavirondo tribe, Lake Victoria Nyanza. Hearing singing and much noise while his little yacht was anchored off the River Muru, at about six a.m. he went ashore and walked up to the boma, from which the sounds were issuing. He met many mourners

coming from their huts, the men with great shields and spears, and with ostrich-feathers in their hair. Some fifty girls were wailing and crying. Then men threw their spears into the thatched roof of the dead man's hut, and the body was buried close by. "It was a most sad and impressive ceremony," writes Mr. Hedges Butler, "the men running out and back about a quarter of a mile all round the boma to keep off evil spirits, which are supposed to live in the trees."



**Odol does more than cleanse and beautify the teeth; it preserves them from decay.**

Odol refreshes the whole mouth to the point of exhilaration, keeps the gums healthy and free from tenderness, and delightfully perfumes the breath.

And by a remarkable property, peculiar to Odol alone, it permeates the lining membrane of the entire oral cavity with its protective antiseptic elements, leaving the mouth *proof for hours* afterwards against the attacks of injurious bacteria which if not effectively guarded against quickly destroy the teeth.

## FROM THE WORLD'S SCRAP-BOOK



Photo. Rennard.

WAR-SHIPS THAT BRITAIN IS WATCHING VERY CAREFULLY, ALTHOUGH WITH FRIENDLY EYES: THE ENTIRE GERMAN HIGH SEA FLEET IN KIEL HARBOUR.  
It will be recalled that, a few days ago, Mr. Churchill stated in the House of Commons that Supplementary Naval Estimates would have to be presented in consequence of the passing of the new German Navy Bill. This, will mean that Mr. Lloyd George's Budget surplus of £6,500,000, which he reserved for "very serious contingencies," will have to be drawn upon for naval purposes. The new German Navy Law allows a further £342,466 for new construction, £97,847 being for air-ships and aerial experiments, and the remainder for submarines. It provides for three more Dreadnoughts in the next six years, two more small cruisers, six more large submarines a year, and 15,000 more officers and men. The above photograph showing the whole of the German High Sea Fleet lying in Kiel Harbour was taken quite recently.



Photo. G.P.U.

THE BLOCKADE OF THE DARDANELLES: SHIPPING HELD UP NEAR THE STRAITS.

After being closed since April 18 by Turkey, in consequence of Italian naval activity in the Aegean, the Dardanelles were reopened to traffic on May 17. As mentioned under the pictorial map of the Dardanelles given in our issue of May 11, the reopening had been decided on twelve days before, but, owing to the weather, it was not possible to remove immediately all the mines which had been laid. On May 18 it was stated that forty vessels would be able to pass daily through the Straits, every steamer receiving a numbered order from the Turkish authorities, so as to know its time of departure. On the following day thirty-four ships passed through. The closing of the Dardanelles caused enormous loss to trade.



Photo. G.P.U.

DURING THE BLOCKADE NOW REMOVED: SHIPS HELD UP OFF STAMBOLU.



Photo. Bentley.

AN ADDITION TO THE NAVY OF OUR EASTERN ALLY BUILT IN ENGLAND: THE LAUNCH OF THE JAPANESE BATTLE-SHIP CRUISER "KONGO" AT BARROW-IN-FURNESS.  
Thousands of people gathered to witness the launch of the "Kongo" at the yard of Messrs. Vickers at Barrow-in-Furness on May 18. The ceremony was performed by Madame Koike, wife of Mr. Koike, Japanese Chargé d'Affaires, who, in his speech at the subsequent luncheon, described the new vessel as an ideal embodiment of the Anglo-Japanese alliance, the object of which was the maintenance of peace. "She is English body and soul," he said, "and yet she will belong to the Japanese Navy." The great vessel, which is of 16,000 tons, took the water in less than fifty seconds, without a hitch. There was a picturesque touch as she left the platform, a number of pigeons being released from a cage hung at the bows, accompanied by a cloud of confetti.



Photo. Cribb.

RECENTLY SENT TO QUELL THREATENED TROUBLE IN THE PERSIAN GULF:  
H.M.S. "PERSEUS" STEAMING FULL SPEED.

A short time ago there was a threatened renewal of gun-running disturbances on the shores of the Persian Gulf, and on May 17 H.M.S. "Perseus" landed a force of 150 Bluejackets at Bandar Abbas. The screw-sloop "Alert" also landed men at Bandar Abbas, and the cruiser "Fox" was ordered to that port at a moment's notice. It was reported that Arab tribesmen had attacked the town and seized the wells. This show of force probably had the desired effect, for on the following day the Bluejackets were re-embarked. Our photographs of H.M.S. "Perseus" are interesting as illustrating the appearance of a war-ship going full speed in a rough sea, with her ram now buried under water, now rising clear in the air.



Photo. Cribb.

WITH HER RAM RISING CLEAR INTO THE AIR: ANOTHER ASPECT OF H.M.S. "PERSEUS"  
STEAMING AT FULL SPEED THROUGH A ROUGH SEA.



There is much information in the Elman Booklets. Consider as examples—*Colds*, *Flu*, *Mumps*, *Emphysema*, *Schistos.* (R.E.P. pp. 4-8) *Tuberculosis* (pp. 19-29), *Massage* (pp. 21-21) and notice the various excellent Prescriptions given; and also the recommendation respecting the *Elman Universal Embrace* in some cases, contained in the *Elman R.E.P. Booklet*, 90 pages, illustrated, enclosed with books of *Elman's Universal Embrace*, price \$1.00 and 45¢ per volume. On page 1 of the *R.E.P.* Booklet are given the terms upon which the large edition (256 pages illustrated) of the *Elman R.E.P.* is to be obtained, and the following statement:

ELLIMAN, SONS & Co., Embrocation Manufacturers, SLOUGH, ENGLAND

In the *London P.P.A.* *Manufacture* section (pp. 20-21), *Manufacture* is found information on similar three-wheeler *Lightweight Royal Automobiles* for use on steamship, for which see *Trade Name*, *Manufacture*, *Trade Name* (pp. 20-21) and *Trade Name* (pp. 20-21). *Manufacture* is also mentioned in *Manufacture* (pp. 21-22) and *Manufacture* (pp. 21-22).

## LADIES' PAGE.

THERE was a full attendance, with presentations up to the limit of numbers, at the third Court of the season. The Queen looked particularly handsome in pale golden-yellow satin embroidered in diamonds, and her superb Irish point-lace train supported on yellow chiffon worn with magnificent emeralds set with diamonds as brooches, necklace, and tiara. The lace train was presented to her Majesty by the loyal ladies of Belfast as a Coronation gift, and was worn for the first time in India; this Court marked its introduction to the admiring eyes of British subjects of the Crown. Irish lace was selected by the Queen herself as the form of the gift. The train was made at the Convent at Youghal, which has a special reputation for lace-work. The Sisters employed sixty workers on the train, who conjointly expended over 98,000 hours on its fabrication, using up nearly twelve miles of thread, chiefly in the very fine No. 300. If it be worth while to expend human effort upon the production of sheer graceful beauty, assuredly the exquisite completed train justified its cost, and the Queen expressed her great admiration for the unique example.

Under the brilliant light, the quantity of "diamanté" embroidery now worn was very effective. Crystal beads and gold-and-silver paillettes lend their softer flash, and comparatively few of the Court gowns this season are without some of these adjuncts to brilliancy, in which respect ordinary evening dress follows the example of Court gowns. One of the finest gowns was worn by the Spanish Ambassador; it was of white-and-silver brocade, the white ground heavily corded and the design in very thick and brilliant silver; the glittering effect was enhanced on the train of the same fabric by outlining with diamanté, and the corsage was one mass of diamonds supported on soft tulle. The American Ambassador, Mrs. Whitelaw Reid, wore an almost equally richly embroidered dress, but the material was quiet, grey brocade; however, this but served as a background to diamond embroideries that followed the pattern of the brocade on skirt and train, while the corsage had a wide band of similar glittering embroidery. Another gown of gold brocade was veiled lightly with gold net, embroidered with gold bugles and sparkling diamanté, and had a train of cream-coloured corded silk, heavily worked with the same glittering stones all round the edges and end. Mrs. Dick Cunningham, Princess Christian's Lady-in-Waiting, had a novel corsage of platinum lace finished with crystal-ball fringe and a white-and-silver brocade dress and train; and equally novel was a dress and train of silver tissue, on which gold net was laid and embroidered down with copper threads and bronze-and-gold beads, in a design of huge poppies.

Travel has three stages of pleasure and interest: anticipation, fulfilment, and memory—and of these three the first stage is by no means the least keenly enjoyable. It is time now to be indulging in this luxury, for the lucky



AN OPERA CLOAK AND A COIFFURE.

This superb opera mantle is in pale-blue miroir velvet, with yoke of gold tissue pleated; gold cord edging and loops, and band of Irish lace. Pearls and osprey form the head-dress.

people who are going to get a foreign tour this summer. Switzerland, "the playground of Europe," is best approached by Lucerne, and in that fascinating town a considerable stay should be planned. It is so finely situated on the shores of the green lake, and it has in its Casino, with the concerts and fêtes constantly arranged there, and in its fine lake-side promenade, such attractive centres for visitors, that many days pass happily before one turns to the delightful excursions on the Lake, the ascent by funicular railway of the Rigi and Pilatus, and the rest. Lucerne, moreover, possesses one of the most celebrated hotels in the world, the famous Schweizerhof; to reside there is a revelation of modern and model hotel comfort and luxury, and it is always well filled with "nice" people. It faces the Lake and the lovely tree-shaded promenade on its borders; and the proprietors, who give the management their personal attention, have made the cuisine and internal arrangements of the Schweizerhof world-famous.

There need be no hesitation as to what is the smartest fabric of the season for the useful, yet dressy, little frocks that fill so important a place in the wardrobe; those that are not too showy for morning wear and yet constitute an adequate afternoon toilette. Shot chiffon taffetas is the fabric for choice. There are delightful colour combinations in this material, ranging from sunset-like harmonies of pale gold-and-blue, or soft green shot with delicate pink, up to deep, strong shadings of purple and dark gold, royal blue and emerald, coral pink and silver-grey, and many another. The new chiffon taffetas is not the stiff glaçé fabric of earlier days; it is soft and pliable, yet it has the firm quality that has now the charm of novelty. In Paris, nearly half the gowns of the class referred to—the little frocks for smart wear, if not on full-dress occasions—are built in shot taffetas, trimmed on corsage and skirt with quaint, narrow, flat ruches of the material, and lace collars. Little coats with short basques opening down the front to show a lace or net underbodice, and edged all round with a flat ruche, are very fashionable. Two materials, that is to say, plain and shot together, are seen; sometimes a plain band of one of the colours of the shot is put on the skirt, laid flat; or is seen edging a tunic round, with the shot ruche again edging this band of plain taffetas—or it may be that there is a shot taffetas tunic over a plain coloured skirt. But the flat double ruche, with its quaint reminiscence of Mid-Victorian fashion, is always the trimming on shot taffetas frocks. As to the much-talked-about paniers, they are not often seen, except in the modified form of a few flat pleats on the hip, the folds thus produced set at the lower end, a little puffed, into a band edging the tunic.

An old and entirely reliable preparation, approved by our grandmothers and unequalled to this day, is Bond's Crystal Palace Marking Ink for linen. To the older form of this ink, fixed with a hot iron, is now added, for choice, a self-fixing variety, needing no heat, and equally reliable and lasting.

FILOMENA.

An ornate advertisement for Beetham's La-rola. At the top is a circular portrait of a woman's face. Below it is a floral arrangement. The main text reads: "In the Merry Month of May The Sun's brilliant rays, as well as the Cold Winds, wage their unmerciful war upon the complexion. Prepare your skin to withstand their effects. A few drops of Beetham's La-rola regularly applied will keep your hands and face quite free from Sunburn, Irritation, or Redness, and will soon produce a complexion as Smooth and Soft as Velvet. Try a bottle of La-rola upon your skin. You may obtain La-rola from your chemist in bottles at 1/- and 2/6." The bottom part features the brand name "BEETHAM'S La-rola" in large, bold letters.

## In the Merry Month of May

The Sun's brilliant rays, as well as the Cold Winds, wage their unmerciful war upon the complexion. Prepare your skin to withstand their effects. A few drops of Beetham's La-rola regularly applied will keep your hands and face quite free from Sunburn, Irritation, or Redness, and will soon produce a complexion as Smooth and Soft as Velvet. Try a bottle of La-rola upon your skin. You may obtain La-rola from your chemist in bottles at 1/- and 2/6.



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Two pocket watches are shown. The watch on the left is a "Gold Keyless Chronograph, with Fly-back Seconds Hand, 3/4 plate Half Chronometer, Jewelled in 13 Actions, 18 Carat Gold Hunting, Half-Hunting, and Crystal Glass Case, registers the Seconds and Fifths of a Second. Specially made for Hunting and rough wear." It is labeled "Gold £15." and "Silver £5.". The watch on the right is a "Standard English Keyless Half-Chronometer, Jewelled throughout in 13 Actions, Breguet Hair Spring, for Close Adjustment, and to prevent variation in the pocket. Accurately timed for all Climates. Specially constructed for Hunting and rough wear. Case of Gold or Silver, with Monogram or Crest Richly Embossed. In Crystal Glass, Hunting or Half-Hunting Cases." It is labeled "Gold £25." and "Silver £15.".

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SILVER " £5, £8, £10, £15.

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## ART NOTES.

**HOLDING**, as it is the fashion to do, the Academy and all its works in suspicion, a young generation finds it as easy to belittle the pictures of past years as those of 1912. "The Roll Call," until it is re-reviewed, comes under the general ban. If the canvases that are made much of now are found lacking the attributes of serious painting, what hope for the picture that heads the whole list of popular successes? The "problem-picture," the gaudy "classical subject," the garish "histories," the tea-tray landscapes, these have their places of honour and their public year by year. The policeman and the barrier are not requisitioned, it is true; he and his rope have been in readiness since 1874, but there has never been sufficient excuse for blowing the whistle. Lady Butler's picture holds the Burlington House record, and, for that reason, it is hastily presumed that she must have excelled in the Burlington House methods. As a matter of fact, "The Roll Call" has nothing in common with the typical picture on the line. The interest of seeing it again, at the Leicester Galleries, where it hangs, by gracious permission of the King, lies in its reticence. Our heavy eyes, accustomed to headlines and a violent vocabulary, expect a sensational picture to be full of pictorial marks of exclamation. Here is a sensational picture in which no unprompted provincial showman would, in his heart of hearts, suspect a

sensation. The interesting thing is that the picture which faces one gravely from its wall at the Leicester Galleries, sober in colour and dramatisation, ever clutched the general imagination. That it did so speaks well for penultimate enthusiasms.

horizon, and you will be reminded of the water-colours you are leaving. Perhaps if you left upon another sort of day, Mr. Lee Hankin, whose pictures are being shown at the same time and in the same Galleries, might keep your company instead. He is for opaque colour, and atmosphere heavy like his peasants. A capable painter of things near at hand, his subjects are often confined within four walls, and carpets and curtains make his boundaries; or, if he is in the open, he seems to be as content with one acre as with a thousand.

Apart from the abounding miniatures, there are nearly four hundred drawings in the water-colour room at the Royal Academy. Close-packed one above the other in six layers, they defy the casual visitor to come to any but an unfavourable opinion. One is soon aware of the drawings of Sir Ernest Waterlow, Mr. Sims, and Sir Alfred East, but to pick out the others is left to one's industry. Mr. Steven Spurrier's "Preparation," Mr. Cecil Hunt's "The Martello Tower," Mr. Frederick May's "An Old Spanish Street," Mr. Harry Morley's "Santa Maria della Salute," and Mr. Benjamin Minns's "Breton Laundresses," are the rewards of search. In the Black-and-White Room, Mr. D. Y. Cameron's "Arran Peaks" and Mr. Strang's "The Flagellation" are found with ease. Mr. Strang uses two mediums, has two styles, and makes two separate appeals. Admirers who can bridge the gulf between "The Flagellation" and "Bank Holiday" must be rare. E. M.



THE SUPREME MOMENT OF A LADY GOLFER'S CAREER: THE MARCHIONESS OF AILSA PRESENTING THE CHAMPION'S CUP TO MISS RAVENSCROFT.

Some very exciting matches took place in the semi-finals and finals of the Ladies' Golf Championship which were recently played off at Turnberry. In the semi-finals Miss Gladys Ravenscroft (Bromborough, Cheshire) beat Miss Cecil Leitch, after a great struggle, by one hole. In the course of the game Miss Ravenscroft got a wonderful three, making a 10-yard putt at a green which is over 400 yards away from the tee. Miss Temple (Westward Ho!) (Continued opposite)



Photo, Sport and General.  
THE LADY GOLF CHAMPION  
OF 1912: MISS GLADYS RAVENSCROFT DRIVING.

Lady Butler's drawings are pitched in a different key. Using pure water-colour, she comes easily by brilliant atmospheric effects. An evening sky washed clean with rain and wind, limpid regions of sunshine, transparent spaces of shadow and reflected light, these are hers by reason of knowledge and power. Go out from the Leicester Galleries stepping westwards in one of the large evenings that not seldom open out the town



Photo, Topical.  
FINALISTS AND SEMI-FINALISTS IN THE LADIES' GOLF CHAMPIONSHIP: (STANDING) MISS CECIL LEITCH AND MISS HEMING JOHNSON; (SITTING) MISS G. RAVENSCROFT AND MISS TEMPLE.

*[Continued]* defeated Miss Heming Johnson (Limpisfield Chart) in the semi-final by 2 holes. In the final Miss Ravenscroft beat Miss Temple by 3 holes up and 2 to play. The prizes were afterwards distributed by the Marchioness of Ailsa, most appropriately, seeing that the famous Ailsa Craig, off the Ayrshire coast, is in view of players on the Turnberry course.

## Which?

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## LITERATURE.

**In Forbidden China:** The D'Ollone Mission. (See "Sign of St. Paul's" page.) China, besides possessing a Forbidden City, has also forbidden countries, and the exploration of these, the countries of the Miao-Tze, in Kwei Chu, the Lohos, in Sze-Chuan, and the Si-Fan in Northern Tibet, was the work of the famous D'Ollone Mission, which consisted of four French officers of whom Major Vicomte d'Ollone was the chief, and was sent out in 1906 under the aegis of the French Government and with the approval of M. Etienne, at that time Minister of War, and the Geographical Society of France. The projected expedition owed its inception to, and was elaborated by, the brain of the Vicomte, whilst the Minister of Public Instruction, the Minister of the Colonies, the Government of Indo-China, the Academy of Inscriptions and Literature, and the French Asiatic Committee gave them financial and moral support. The results of the expedition have been embodied in seven ponderous tomes, a veritable pasture-ground for the specialist to browse in; their publication assured by a

Parliamentary vote. Major D'Ollone has, however, written a chatty and entertaining account of his journeys and adventurous penetrations into these forbidden lands, and it is the second edition of this work—"In Forbidden China: The D'Ollone Mission, 1906-1909; China—Tibet—Mongolia" (Fisher Unwin)—faithfully and perhaps too literally translated by Mr. Mall, which is now presented to the English reader, who will peruse it with envy and wonder whether a time will ever come when the British Government will afford funds and facilities for similar work. The book is profusely illustrated, and may at once be described as of fascinating interest. The party commenced their journey from Tonkin by a sixteen days' ride on horseback to Yunnan-sen, a journey which the traveller of to-day can already accomplish by railway, although by a slightly different route, in two days. The principal difficulty which confronted the explorers was that of obtaining servants (a difficulty that is encountered in even less remote districts), for any Chinaman who sets foot upon Lolo territory is killed or reduced to slavery. Fortunately, the adventurous explorer knew of a still more adventurous missionary, and with his help entered the forbidden land. In a note, the conscientious author states that: "At the end of four days our itinerary crossed, and on many subsequent occasions doubled, that of Major Davies, an English explorer of great merit (1898); but his narrative has only just appeared (1909), and his passage through this region had remained unknown." How the explorers were very nearly locked up as criminals, how the Vicomte interviewed the Dalai Lama, and how that divine person travelled, provide most interesting reading. We are given a straightforward picture of the places visited and the adventures incurred in simple, modest, and convincing language. The illustrations are excellent.



THE "PEARL OF THE ALPS": INTERLAKEN, AND THE JUNGFRAU.

Interlaken, which has been called the "Pearl of the Alps," lies between the "twin Lakes" of Thun and Brienz, in the Bernese Oberland. It is surrounded by some of the loveliest scenery in Switzerland, while the town itself, with its famous Kurhaus, offers every facility for amusement. This summer Schiller's "William Tell" is to be given in the open-air theatre, and the Swiss Rowing Regatta will take place on Lake Brienz. The season will also be made memorable by the opening of the Jungfraujoch station on the Jungfrau railway, 11,640 feet above sea-level.

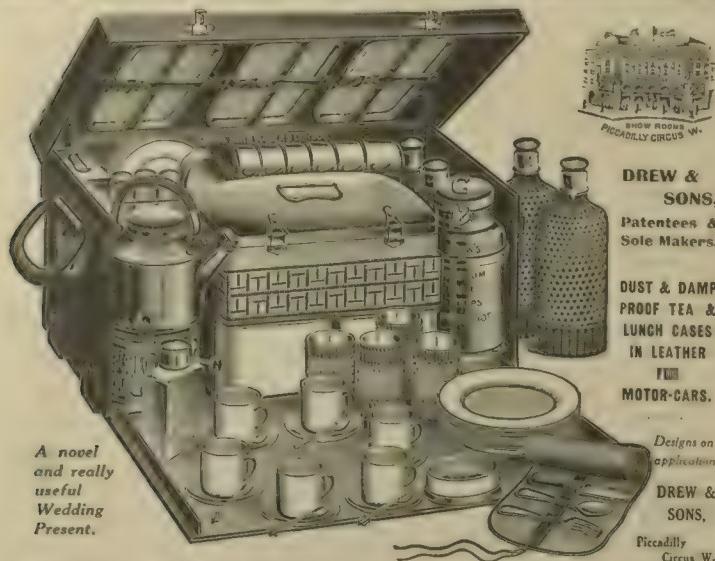
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The Brünig Pass, with its wonderful mountain railway, connects Lucerne with the Bernese Oberland. The Grand Hotel and Kurhaus Brünig is situated in the midst of glorious scenery, at a height of 3400 feet above the sea, and is famous as a health and holiday resort. It was opened in the same year as the Brünig railway—1889.

records of ships of the Elizabethan period. There he was much assisted in his researches by Baron van Riemsdyk, Director of the Ryks Museum, Amsterdam, and by Mr. E. J. Bentham, Naval Designer at the Dutch Dockyard.

Five more volumes have now been issued of the new Swanston edition of the works of Robert Louis Stevenson, (Messrs. Chatto and Windus). Vol. XI., "Catriona," has for frontispiece a photograph of the monument to Stevenson in St. Giles's, Edinburgh. Vol. XII. is "The Master of Ballantrae," and the frontispiece is a photograph of "R.L.S. dictating to Mrs. Strong in his Study at Vailima." That of Vol. XIII., "The Wrecker," is another Vailima group. Vol. XV. forms a collected edition of Stevenson's poetry. The frontispiece is a portrait of Alison Cunningham. Vol. XVI. contains the four dramatic pieces, "Deacon Brodie," "Beau Austin," "Admiral Guinea," and "Macaire."

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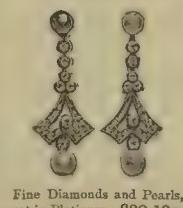
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## MUSIC.

THE week at Covent Garden has been dominated by Miss Destini, who has appeared as Aida and Madame Butterfly. It is the unanimous opinion of those who know

operas than any living composer, and is still writing them at the rate of one a year. He has finished two since "Don Quichotte" (his thirtieth), which was produced at Monte Carlo in February 1910. It was given for the first time in England at the London Opera House last Friday, and seems more likely to obtain a hold over the British public than any other of his works. It has less of that peculiarly over-sweet sentimentality which is so characteristic of Massenet, and to which the British public absolutely refuses to reconcile itself. The music here and there shows unexpected powers of characterisation, especially where Sancho Panza is concerned, and it is more manly than most Massenet operas are. Sancho Panza's diatribe against Women and the music of the attack on the windmills are the two things most readily remembered. The music concerned with Dulcinea is mainly in the ordinary Massenet vein, but the composer could not help himself, for the librettist, M. Cain, has made her a typical Massenet character—that is to say, a light o' love and a sentimental.

Cervantes' original Dulcinea is preferable, if only because of the humour of her.

The performance, under M. Eraldy, was good. M. Lafont in the title part was a striking figure, acted consistently, and sang well. M. José Danse was a capital Sancho.



*Photo, Linz, Bureau.*  
TO CARRY ITS PASSENGERS LIKE CHICKENS  
IN AN EGG: AN ALL-STEEL UNSINKABLE  
LIFE-BOAT AT NAHANT.

The boat is shaped like an egg, and when closed contains air enough for 24 hours. The passengers enter the boat and step a mast, with a sail, in the hole at the top. The photograph was taken at the Life-saving Station at Nahant, on the coast of Massachusetts.

about such things that she has never sung so beautifully before. The wonderful beauty of her soft high notes has become more astonishing than ever, and her phrasing is now perfection itself. If there is a greater singer living she has not been heard at Covent Garden. She was recalled nine times after singing "Ritorna Vincitor," but her singing of "Patria mia" was perhaps even more thrilling. Signor Martinelli's Radames is very fine, and, if appearances are not deceptive, will be a really great performance soon. In the Nile Scene he electrified the house, and the trio, with M. Dinh Gilly as a highly dramatic and picturesque Amonasro, has rarely been so superbly sung. Mme. Kirkby Lunn, as Amneris, had a great share in a memorable evening.

M. Massenet, who lately kept his seventieth birthday, has probably written more

operas than any living composer, and is still writing them at the rate of one a year. He has finished two since "Don Quichotte" (his thirtieth), which was produced at Monte Carlo in February 1910. It was given for the first time in England at the London Opera House last Friday, and seems more likely to obtain a hold over the British public than any other of his works. It has less of that peculiarly over-sweet sentimentality which is so characteristic of Massenet, and to which the British public absolutely refuses to reconcile itself. The music here and there shows unexpected powers of characterisation, especially where Sancho Panza is concerned, and it is more manly than most Massenet operas are. Sancho Panza's diatribe against Women and the music of the attack on the windmills are the two things most readily remembered. The music concerned with Dulcinea is mainly in the ordinary Massenet vein, but the composer could not help himself, for the librettist, M. Cain, has made her a typical Massenet character—that is to say, a light o' love and a sentimental.



*Photo, d'Agostino.*  
CAPTURED TURKS IN ITALY: PRISONERS  
FROM RHODES AND STAMPALIA LEAVING THE  
STATION AT CASERTA.

The Italians captured a large number of Turkish prisoners in Rhodes, Stampalia, and the various other islands which they recently seized in the Aegean. The first 750 prisoners left Rhodes for Italy on May 17; later 2300 more were dispatched. Our photograph shows some of them arriving at Caserta, near Naples.



*Photo, G.P.U.*  
THE PRINCE OF WALES'S VISIT TO THE FRENCH NAVAL MANOEUVRES: THE FLAGSHIP  
"DANTON," ON WHICH THE ADMIRAL'S QUARTERS WERE ASSIGNED TO HIM.  
The Prince of Wales left Paris on May 20 for Toulon, to spend four days with the French Fleet watching the Manoeuvres. The Admiral's quarters were assigned to him on board the battleship "Danton," the flagship of Admiral Boué de Lapèyrière. It was arranged that on the 25th he should land at Villefranche, and return to Paris by motor-car, making a détour through places of interest.

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*Illustrated London News, 25/5/12.*



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## THE CHRONICLE OF THE CAR.

The Futility of Speed-Limits. A good deal has been heard lately of the question of reduced speed-limits and their operation, principally as a consequence of the arbitrary manner in which the police have habitually enforced the ten-mile limit in the Surrey town of Godalming. If ever there was a case in which the real object of a speed-limit was abused, and in which the primary purpose of its imposition—the safety of the public—was disregarded to the making of an instrument of absolute persecution, then Godalming furnishes the example. It is safe to say that no motorist could be certain of passing unmolested through this town of evil reputation, no matter what his speed might be, and there is not the least doubt but that a very high percentage of those who have contributed their enforced quota to the county funds have been forced to do so unfairly. But chickens, we are told by the proverb, have a habit of coming home to roost, and the good people of Godalming, who were so exceeding keen on their ten-mile limit when they applied for it, have found it to be a very Frankenstein raised up for their own undoing. Motorists by common consent refrain from passing through the town, so that the amount of what I may call casual money spent there is negligible. Whereat the hotel-keepers are not pleased. Then no motorist

in his senses will take a house within reach of the town, and the result is that the estate agents are in a bad way, while the number of empty houses is far above the normal. So, having had a pretty plain time

compensating advantage to be found. Perhaps the lives and limbs of the lieges have been all the safer for the existence of the limit and its rigorous enforcement. It would be comforting for the people of Godalming if they could think that, even if they had lost money by the deal, they were at least left alive and sound in wind and limb. But, unfortunately, there are no facts available to indicate that they are any better or worse off than the count than the people of towns in which more elastic methods prevail.

For example, I myself live in a country town in which there is a ten-mile limit, but to my certain knowledge the police have never yet instituted a single prosecution for exceeding that limit, and I believe I am right in saying that there has never been a serious motor accident within the ten-mile area. Therefore, it does not follow that the mere imposition of an arbitrary limit of speed makes a district either safer or the reverse.

The Police Against Limits. As a proof that my contention is right, it is interesting to note that police officials generally are against the imposition of limits, on the ground that they have ample powers for dealing with dangerous driving and that speed-limits do not assist at all in bringing the really reckless driver to book. It is simply that the police authorities have now come to

(Continued overleaf).

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*Continued.* recognise the correctness of the argument, which has been so often put forward by those who have made a study of road traffic, that speed by itself does not necessarily connote danger.

Speed-limits, too, are apt to prove a mere source of irritation to all concerned. The motorist who finds himself haled before the courts on a charge of proceeding at a perfectly safe speed, but one outside the requirements of the law, naturally thinks he has a just cause of complaint. The police themselves look upon "trap" duty as outside their legitimate scope, and realise its utter futility; but, the limit being set, it is their business to see that it is observed. What they really think of the reduced limit is well shown by their evidence in the matter of the L.C.C. applications for five and ten-mile limits at Hammersmith and Swiss Cottage, in which they strenuously opposed the Council's application, with the result that the Local Government Board declined to accede to the imposition of the suggested limits. It will simply have to come to this—that motor traffic will fall into line with other forms of road locomotion and be exempt from special legislation altogether. The ordinary provisions of highway law are all-sufficient to deal with it and all its problems. "Driving in a manner dangerous to the public," is really the only offence that counts, and, logically, it should be the only one of which the law takes serious cognisance. There would not be the slightest danger in abolishing all speed limits to-morrow. As it is, the speed law is practically a dead letter, and cars are driven generally at the speed most suitable for the conditions of road and traffic, and they would be driven neither faster nor slower if there were no legal limit.

**Cyclists and no sub-Rear-Lights.** I suppose no subject has been debated at greater length or with more heat than the question of the compulsory carrying of rear-lights by cyclists. For my own part, I have never advocated compulsion—I detest the word and its implication—but I am most decidedly of opinion that for his own safety's sake and for that of other users of the highway, the cyclist, as well as all other forms of traffic, should carry a rear-light to give early warning of his presence on the road. I shall certainly

be much surprised if, when next a Universal Lights Bill comes before Parliament, a provision including cyclists does not figure as one of the clauses. There is a very strong feeling among a large section of cyclists against

in fact, I rather incline to the belief that those who advance it as an argument do so with their tongues in their cheeks. They don't want to be compelled to do something which they are pleased to think is distasteful to them, and they argue any sort of way to avert the evil thing.

To those who argue that there is nothing in rear-lighting—particularly when it is done by means of a reflex lens device—I would commend the results of some experiments carried out by the Leicestershire Centre of the Roads Improvement Association.

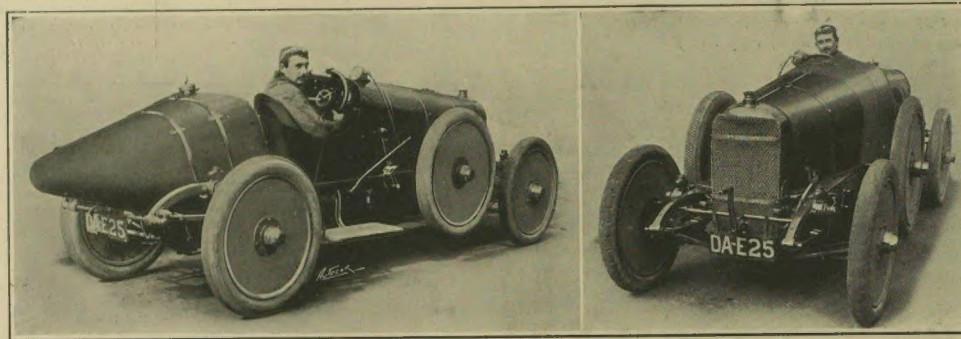
The Centre got together a number of local cyclists, selected as far as possible for their known scepticism as to the value of rear-lighting, and, after the experiments had been carried out, the one-time sceptics passed this resolution: "That as a result of the demonstration of the efficacy or otherwise of reflex lights, this meeting is of the opinion that reflex lights carried by cyclists minimise the danger of night travelling." To me the resolution is pretty conclusive,

but I suppose the perversity of human nature will operate in the case of the pronounced "antis," and the cycling journals will continue to print columns of effusions purporting to show that, of all things pernicious, rear-lighting is the worst of them all.

#### ON THE ASTON TRACK: S. L. BAILEY, ON A 2½-h.p. TWIN HUMBER, LAPPS A COMPETITOR.

Humbers were particularly successful at the recent speed-trials held at the Aston Track, Birmingham.

the carrying of rear-lights, and their strongest argument seems to be that the rear-light is desired by the motorist



TO COMPETE IN THE FRENCH RACE: THE SUNBEAM RACING-CAR AND ITS DRIVER, MR. MEDINGER.

in order that he may have license to scorch at any sort of speed during the hours of darkness. I cannot for the life of me see how this conclusion is arrived at—

any ordinary tyre-cut, it is claimed to effect a permanent closure, and its opportune use may easily save a cover from premature ruin.

W. WHITTALL.

#### The Old Hand Sums up.

"You see, I've travelled a stage farther than you fellows. My tyre results used to be just as 'sneaky' as yours. First a good one, then a bad one, and never sure which would come next. Then I determined to get out of this accident zone altogether. I tried them all out, and tested them on average, took the one that came out on top, and stuck to it. I'm always open to do better and compare notes with any man, but up to now I've seen no figures to beat my average, which is

#### 'The Goodrich Average,'

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to visit the AUSTIN WORKS at NORTHFIELD, about 7 miles from BIRMINGHAM on the main BRISTOL ROAD. The factory is situated amidst delightful surroundings—at the foot of the famous LICKEY HILLS, one of the healthiest and most charming spots in the MIDLANDS.

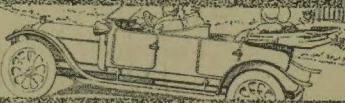
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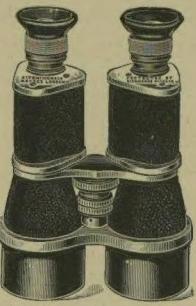
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## A Picture of Health

Mrs. F. King writes :—"I enclose you photo of my daughter May, whose perfect health is the result of your food. After trying several others with no benefit, we were recommended to try Mellin's, and were delighted with results. May is now nearly three years, and is the picture of health."

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A sample bottle of Mellin's Food will be sent for two penny stamps to cover postage. Invaluable 90-page Handbook for Mothers also sent free for two penny stamps. Mention this paper and address :—

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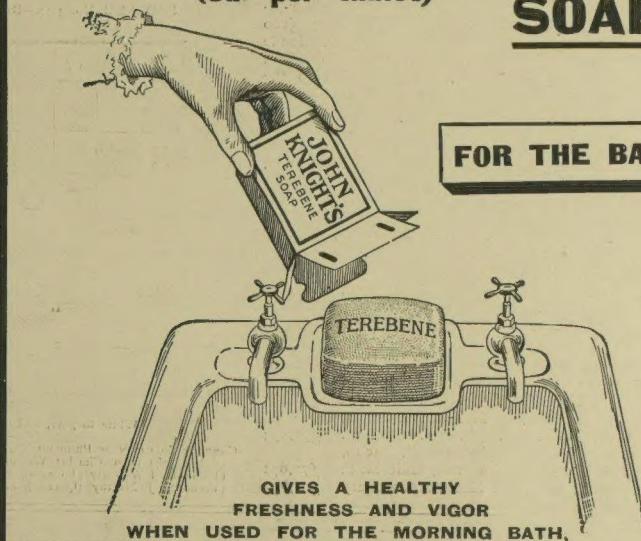
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FOR THE BATH

GIVES A HEALTHY  
FRESHNESS AND VIGOR  
WHEN USED FOR THE MORNING BATH,  
THAT TONES ONE UP FOR THE DAY.

Particularly suitable for  
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A safeguard against  
Infection.

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The ROYAL PRIMROSE Soap Works, LONDON.

## WILLS AND BEQUESTS.

THE will of MR. DANIEL CHARLES STIEBEL, of 43, Grosvenor Square, who died on April 2, is proved by Arthur Stiebel, son, and David Douglas Reid and Percival Charles Fawcett, sons-in-law, the gross value of the estate being £462,877. The testator gives £8500 to his son Arthur, and his reversionary interest under the wills of his father and brother; £2000, and a marriage portion of £20,000 in trust for his son Charles; £2000 and his residence and effects to his wife, and £1500 for distribution among the servants; £1000 each to D. D. Reid and P. C. Fawcett; £1000 to the Jews' Board of Guardians; £500 to the London Hospital; £200 to the West London Synagogue; £200 each to his daughter-in-law Frances, and his sister Rebecca Henriques; £100 each to Herbert G. Lousada, Julian Lousada, and Claude Lousada; £500 to Edward Stiebel; £100 to Flora Stiebel; £200 to Anthony Lousada; £100 each to the daughters of Leopold Schloss; £250 to Francis Samuel Samuel; £200 to Clair Head; £500 each to Henry David Davis, Marjorie Fawcett and Charles C. Goodwin; and £200 to Samuel N. Carvalho. One-half of the residue is to be held in trust for Mrs. Stiebel during widowhood, or one-fourth should she again marry, and, subject thereto, the whole of the property is to be divided into twenty parts, and held in trust as to six for his son Arthur, five each for his son Charles and daughter Mrs. Reid, and four for his daughter Mrs. Fawcett.

The will (dated Dec. 14, 1891) of MR. EDWARD DUNBAR KILBURN, of 19, Gloucester Square, Hyde Park, who died on March 3, is proved by his wife and son, the value of the estate being £62,035. Everything he may die possessed of he left to his wife absolutely.

The following important wills have been proved—

Dr. Lewis Hayne Morgan, Hafod Fawr, Pontypridd	£91,894
Mr. Henry Robert Burke, 15, Phillimore Gardens, Kensington	£76,853
Mr. James Maden Holt, Stubby Hall, Bacup, and Culverlands, Oakleigh Park, Middlesex	£72,071
Mr. William Hollis Luce, The Knoll, Malmesbury	£91,833

## CHESS.

R S N.—We have no space to publish the laws of chess. You will find them in the standard works of the game.

R M THROBALD.—In two-movers the key-move is quite sufficient. In other problems it is as well to give main variation.

L SCHLU (Vienna).—Thanks for note and enclosure.

A. R. HANN (Dallas, Texas).—We fear your problem has been overlooked; kindly send us another copy.

SOLUTION OF PROBLEM NO. 3546.—BY G. STILLINGFLEET JOHNSON.

WHITE.

1. P to B 6th
2. R to B 5th
3. B mates.

If Black plays 1. P takes Kt, 2. K takes P; if 1. K to Q 5th, 2. K to B 5th (ch); and if 1. P to B 4th, then 2. R to B 5th etc.

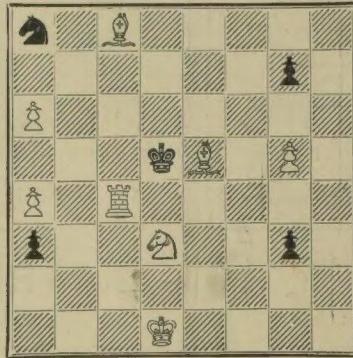
BLACK.

K takes Kt

P moves

PROBLEM NO. 3549.—BY H. MAXWELL PRIDEAUX.

BLACK.



White to play, and mate in three moves.

CORRECT SOLUTION OF PROBLEM NO. 3547 received from G A M (Penang); of No. 3543 from Charles Willing (Philadelphia), S G McDermott (Toronto), J W Beatty (Toronto), R C Smith (Brooklyn), R Tidmarsh (Vernon), J Murray (Quebec), and C Holman; of No. 3544 from

S G McDermott, C Field junior (Athol, Mass., U.S.A.), J W Beatty, J Murray, V Way (Doncaster), and Charles Willing; of No. 3545 from C Field junior, Sigismund Piechowski (Lemberg), F R Pickering (Forest Hill), John Isaacson (Liverpool), Ph. Leizien (Hanover), V Way, J E Lelliott, Jacob Verma (Rangoon), and R C Smith (Madras); of No. 3546 from Sigismund Piechowski, Ph. Leizien, W Little (Marple), A W Hamilton Gell (Winlade), Captain Challies (Great Yarmouth), V A Way, James Gamble (Belfast), J Leslie Laird (Edinburgh), J D Tucker (Ilkley), L Schlu (Vienna), Horatio Baxter (Tayport), W Winter (Medstead), Egbert Ratcliffe (Wendover), Arthur Perry (Dublin), J E Lelliott, John Isaacson, H S Brandreth (Montreux), and Mrs. Leggett.

CORRECT SOLUTIONS OF PROBLEM NO. 3547 received from L Schlu (Vienna), J Cohn (Berlin), W Marple, J Church (Southampton), J Fowler, W Best (Dorchester), G Stillingfleet Johnson (Cobham), J Gamble, A W Hamilton Gell, F W Mitchell (Limerick), Horatio Baxter, J Leslie Laird, Baron de Paul (Winlade), R C Smith (Canterbury), Captain Challies, T E Way (Salford), J C Stachan (Tonquay), T S R (Lincoln's Inn), J F G Pietersen (Kingswindorf), F Saavedra (Glasgow), R M Theobald, J. Isaacson, W H Taylor (Westcliff-on-Sea), G Hakker (Rotterdam), Rev. J Christie (Redditch), and R S Nicholls (Willesden).

## CHESS IN THE CITY.

Game played in the Championship Tournament of the City of London Chess Club between Messrs. E. MACDONALD and G. A. THOMAS.

(Queen's Pawn Game.)

WHITE (Mr. M.) BLACK (Mr. T.) WHITE (Mr. M.) BLACK (Mr. T.)

1. P to Q 4th P to Q 4th 23. B to B 2nd B takes P
2. P to K 3rd P to Q 5th 24. Q to B sq B to R 2nd
3. Kt to K B 3rd P to K 3rd 25. K R to Q sq Q to Kt 4th
4. B to Q 3rd P to Q 3rd 26. K R to Q sq K R to Q sq
5. P to Q Kt 3rd Kt to B 3rd 27. B to K 2nd Q to K 2nd
6. Q Kt to Q 2nd P to B 2nd 28. Q to Q 3rd K to B 2nd
7. B to K 2nd P to Q 3rd 29. R to Q 3rd Q to Q 2nd
8. Castles P takes P 30. R to Q 3rd K to Kt and
9. Q takes P B to Q 3rd 31. K to Kt 2nd Kt to K 2nd
10. P to Q B 4th Castles 32. K to Kt 2nd Kt to B 2nd
11. R to B sq B to Q 2nd 33. B to Kt 4th Kt to B 2nd
12. R to K sq K R to K sq 34. P to K R 4th P to K R 4th
13. Kt to K 5th Q R to B sq 35. B to K 2nd Kt to K 2nd
14. P to B 5th B to B sq 36. P to K Kt 4th Kt to Kt 2nd
15. Q to B 3rd Q to Q 3rd 37. P to K Kt 4th P to K 2nd
16. P to K 4th Kt to R 4th 38. Q to K B 3rd P to Q 5th
17. Q Kt to B 3rd Kt to R 4th 39. R to Q 3rd Q to Q 4th
18. P to Kt 3rd R to B 2nd
19. Kt takes B R takes Kt
20. Kt to K 5th Kt takes Kt
21. P takes Kt
22. P to R 3rd Q to R 4th
23. P to R 3rd Q to Q 7th

Black has obtained a better development than is usual in this opening. Instead of a weak spot at Q 4th he has a fairly strong centre.

In conjunction with his last move this proves conclusive. The Queen must be changed off, and Black's passed Pawn at Q 4th is a strong rest. The game, however, is not without points of interest.

White has no further attack, and nothing very satisfactory by way of continuation.

The text-move results in the loss of a Pawn, which opens the way for a strong counter assault.

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